E. C. No. 831

ESTIMATES COMMITTEE (1975-76)

(FIFTH LOK SABHA)

EIGHTY-SEVENTH REPORT

MINISTRY OF HOME AFFAIRS

UNION TERRITORY OF ANDAMAN & NICOBAR ISLANDS

सत्यमेव जयते

LOK SABHA SECRETARIAT
NEW DELHI

December, 1975/ Pausa, 1897 (Saka)

Price : Rs. 4.05 P.

LIST OF AUTHORISED AGENTS FOR THE SALE OF LOK SABHA SECRETARIAT PUBLICATIONS

Sl. No.	Name of Agent
	ANDHRA PRADESH
1.	Andhra University General Cooperative Stores Ltd., Waltair (Visakhapatnam).
2.	G. R. Lakshmipaty Chetty and Sons, General Merchants and News Agents, Newpet, Chandragiri, Chittoor District
	ASSAM
3.	Western Book Depot, Pan Bazar, Gauhati.
	BIHAR
4.	Amar Kitab Ghar, Post Box 78, Diagonal Road, Jamshedpur.
5.	M/s. Crown Book Depot, Upper Bazar, Ranchi.
	GUJARAT
6.	Vijay Stores, Station Road, Anand.
7.	The New Order Book Company, Ellis Bridge, Ahmedabad-6.
	HARYANA
8.	M/s. Prabhu Book Service, Nai Subzi Mandi, Gurgaon.
	MADHYA PRADESH
9.	Modern Book House, Shiv Vilas Palace, Indore City.
	MAHARASHTRA
10.	M/s. Sunderdas Gianchand, 601, Girgaum Road, New Princess Street, Bombay-2.
11.	The International Book House, (Private) Limited, 6, Ash Lane, Mahatma Gandhi Road, Bombay-1.
12.	The International Book Service, Deccan Gymkhana, Poona-4.
13.	Charles Lambert & Company, 10, Mahatma Gandhi Road, Opposite Clock Tower Fort, Bombay.
14.	The Current Book House, Maruti Lane, Raghunath Dadaji Street, Bombay-1.
15.	Deccan Book Stall, Fergusson College Road, Poona-4.
16.	M.& J. Services, Publishers Representatives, Accounts & Law Book Sellers, Bahri Road, Bombay-15.
	MYSORE
17.	People Book House, Opp. Jaganmohan Palace, Mysore.
	RAJASTHAN
18.	Information Centre, Government of Rajasthan, Tripolia, Jaipur City.
19.	M/s. Usha Book Depot, 585/A, Chitra Bazar, Tripolia, Jaipur.
	UTTAR PRADESH
20.	Law Book Company, Sardar Patel Marg, Allahabad-1.

Corrigenda to the 87th Report of Estimates Committee (1975-76), Fifth Lok Sabha.

Page	Para	Line	For	Read
16	2.22	1	his	this
36	3.22	3-4	historical	historic
57	4.30	19	paragraph	paragraphs
78	6.69	4	heav	heavy
86	3.12	4 from bottom	wardens	warders
97	3.26	1	that	the
97	5.30	2 from bottom	resources	resource
96	6.45	13	has	have
103	7.37	2 from bottom	for 'effect necessary improvement, without loss of' read such unconscionable delays and inform them of'	

CONTENTS

		Page
	COMPOSITION OF THE COMMITTEE	(iii)
	COMPOSITION OF THE ACTION TAKEN SUB-COMMITTEE	(v)
	INTRODUCTION	(vii)
I.	INTRODUCTORY	1
II.	MEDICAL & HEALTH PROBLEMS AND PERSONNEL POLICIES	
	A. Vacancies of Doctors on Islands	3
	B. Health Programmes	17
	C. Eye Treatment	24
	D. Personnel Policies	25
III.	CELLULAR JAIL & STATUE OF NETAJI SUBHASH CHANDRA BOSE	
	A. Cellular Jail	29
	B. Installation of Statue of Netaji Subhash Chandra Bose	36
IV.	DEVELOPMENT OF FORESTRY AND PLANTATION	
	A. Forests	38
	B. Plantations	57
V.	SMALL SCALE INDUSTRIES	71
VI.	TRANSPORT	
	A. Shipping	85
	B. Roads	103
	C. Air Transport	110
VII.	DEVELOPMENT OF FISHERIES	112
VIII.	TOURISM	127
IX.	TRIBALS AND SETTLERS' PROBLEMS	134
	APPENDICES	
	I. Statement showing Conclusions/Recommendations of Deshmukh Committee Report and action taken/position thereon	148
	II. Statement showing Summary of Recommendations	157
	III. Analyses of Recommendations/Conclusions Contd Report.	

ESTIMATES COMMITTEE
(1975-76)

CHAIRMAN

Shri R. K. Sinha

MEMBERS

2. Shri Nathu Ram Ahirwar
3. Shri Kushak Bakula
4. Shri Ishwar Chaudhry
5. Shri Madhu Dandavate
6. Shri Anadi Charan Das
7. Shri Tulsidas Dasappa
8. Shri Anant Prasad Dhusia
9. Shri Laxman Kakadya Dumada
10. Shri Varkey George
11. Shri Tarun Gogoi
12. Shri Madhuryya Haldar
13. Shri J. G. Kadam
14. Shri M. Kathamuthu
15. Shri Maharaj Singh
16. Shri Yamuna Prasad Mandal
17. Shri Jagannath Mishra
18. Shri Aravinda Bala Pajanor
19. Shri Sudhakar Pandey
20. Shri Dhan Shah Pradhan
21. Ch. Ram Prakash
22. Smt. B. Radhabai Ananda Rao
23. Shri Bhola Raut
24. Shri M. Ram Gopal Reddy
25. Shri Shiv Kumar Shastri
26. Shri Sant Bux Singh

27. Shri R. V Swaminathan
28. Shri K. P. Unnikrishnan
29. Shri K. Veeriah
30. Vacant.

SECRETARIAT

Shri Avtar Singh Rikhy—*Additional Secretary.*

Shri G. D. Sharma—*Chief Financial Committee Officer.*

Shri Jainti Prasad Goel—*Senior Financial Committee Officer.*

COMPOSITION OF THE ACTION TAKEN SUB-COMMITTEE

(1975-76)

1. Shri R. K. Sinha—*Chairman*
2. Shri Tulsidas Dasappa—*Convener.*
3. Shri Madhu Dandavate
4. Shri Jagannath Mishra
5. Shri Sudhakar Pandey
6. Shri Shiv Kumar Shastri
7. Sant Bux Singh.

INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Eighty-seventh Report on the Ministry of Home Affairs—Union Territory of Andaman and Nicobar Islands.

2. The Committee took evidence of the representatives of the Ministries of Home Affairs; Agriculture and Irrigation (Department of Agriculture); Communications (P & T Board), Education and Social Welfare, Health and Family Planning, Finance (Department of Expenditure), Shipping and Transport, Industrial Development and Tourism and Civil Aviation, Shipping Corporation of India, Planning Commission and the then Chief Commissioner, Andaman and Nicobar Islands on the 24th and 25th March, 1975. The Committee wish to express their thanks to the officers of these Ministries and Departments as also the then Chief Commissioner, Andaman and Nicobar Islands for placing before them the material and information which they desired in connection with the examination of this subject and for giving evidence before the Committee.

3. The Report was considered and adopted by the Committee on the 26th November, 1975.

4. A summary of the recommendations contained in the Report is appended (Appendix II).

5. A statement showing the analysis of recommendations/conclusions contained in the Report is also appended to the Report (Appendix III).

NEW DELHI;
December 27, 1975
Pausa 7, 1897 (Saka).

R. K. SINHA,
Chairman,
Estimates Committee.

CHAPTER I

INTRODUCTORY

The Estimates Committee (1969-70), 4th Lok Sabha, after examining the various problems peculiar to the Andaman and Nicobar Islands by virtue of their location, population, fauna and flora, had presented their 128th Report on the Union Territory of Andaman and Nicobar Islands to the Lok Sabha on the 20th May, 1970. This Report contained 77 recommendations in all.

1.2. Government's replies to these recommendations indicating the action taken to implement them were included in the 8th (Action Taken) Report of the Estimates Committee (1971-72), 5th Lok Sabha. This Report was presented to Lok Sabha on the 17th November, 1971.

1.3. The Action Taken Sub-Committee of the Estimates Committee (1971-72) took up for pursuing with Government, among other matters, the implementation of the recommendations contained in the 8th Report (5th Lok Sabha). Examination of this Report was carried forward and continued by the Action Taken Sub-Committee of the Estimates Committee (1972-73).

1.4. The 43rd Report of the Estimates Committee (1972-73) on implementation of the recommendations contained in the 8th (Action Taken) Report on the subject was presented to Lok Sabha on the 30th April, 1973.

1.5. After presentation of the 43rd Report to Lok Sabha, copies thereof were forwarded to the Ministry of Home Affairs with a request to furnish Action Taken replies to the various recommendations contained therein within six months i.e., by 30th October, 1973. The replies were, on receipt, processed by the Study Group. Further information was called for in respect of certain replies. As further information was not received from the Ministry by the specified date, it was decided that the Committee might take the official evidence of the Ministry of Home Affairs and other Ministries concerned on various points on which information was awaited. Meanwhile, the term of the Estimates Committee expired on the 30th April, 1974, and it was decided that the subject might be carried forward to the next year (1974-75) for examination.

1.6. Subsequently, towards the end of July, 1974, it was decided that as the Report was important, the replies received from the Ministry of Home Affairs might be processed through the Action Taken Sub-Committee.

1.7. The Action Taken Sub-Committee (1974-75) decided that before taking evidence of the representatives of the Ministry of Home Affairs, they might visit the Andaman and Nicobar Islands towards the beginning of January, 1975 for an on-the-spot study. Accordingly, the Sub-Committee visited the Union Territory of Andaman and Nicobar Islands in January, 1975 to acquaint themselves with the problems facing the Islands and held informal discussions with the representatives of the Andaman and Nicobar Islands Administration regarding the implementation of the various recommendations contained in the 43rd Report of the Committee.

1.8. Later on the Estimates Committee (1974-75) took evidence of the representatives of the Ministries of Home Affairs, Finance, Shipping and Transport, Agriculture and Irrigation, Health and Family Planning, Communications and Tourism and Civil Aviation and Planning Commission on the 24th and 25th March, 1975.

1.9. The various matters taken up by the Committee and their recommendations in this regard are dealt with in the subsequent chapters.

CHAPTER II

MEDICAL AND HEALTH PROBLEMS AND PERSONNEL POLICIES

A. Vacancies of Doctors on Islands

2.1. The problem of vacancies of doctors in the Andaman and Nicobar Islands was brought out by the Estimates Committee for the first time in their 128th Report (Fourth Lok Sabha) on the Ministry of Home Affairs—Union Territory of Andaman and Nicobar Islands, presented to Lok Sabha in May, 1970. The Committee had in para 10.40 of that Report noted with concern that a large number of posts of Medical Officers were lying vacant in spite of the efforts made by the Administration to fill them expeditiously to the detriment of effective rendering of medical services to the public. They had recommended that the position might be reviewed at a high level and the reasons for the doctors not agreeing to go to those Islands found out and appropriate remedial measures taken to remedy the situation.

2.2. It was stated by Government in their action taken reply submitted in December, 1970, that:—

> "Efforts have been made from time to time to fill the vacancies under the Andaman and Nicobar Islands expeditiously. Generally, doctors are unwilling to go to the Andaman and Nicobar Islands, as this is cut off from the mainland and the modern facilities are not available there.

Action taken from time to time to fill the vacancies under the Andaman and Nicobar Islands Administration is as under:—

Post	*Position*
MEDICAL SPECIALIST (Specialists' Grade)	Dr. M. P. Srivastava was appointed against this post on *ad hoc* basis in September, 1969 but he did not join duty. The offer has since been cancelled. A requisition for this post has been sent to the U.P.S.C. and their recommendations are awaited.
SURGICAL SPECIALIST	The post was offered to Dr. S. P. Das, a UPSC nominee. Since Dr. Das has not communicated his acceptance of the post, the offer of appointment was cancelled and the UPSC have been approached to recommend

Post	Position
	another candidate from their waiting list or to re-advertise the post (29-8-70).

In the meantime, efforts are being made to fill the above posts on *ad hoc* basis by CSIR Pool Officers.

General Duty Officer Grade-I Post

ASSISTANT DIRECTOR OF MEDICAL SERVICE	The post fell vacant on 18th October, 1969 on transfer of Dr. B. P. Panigrahi. The recommendation of the D.P.C. promoting GDO Grade-II to GDO-Grade-I is awaited.
ANAESTHETIST	Dr. R.N. Lal, who was offered the post on the recommendation of the UPSC on the 10th April, 1969, has declined the offer and the offer of appointment has since been cancelled. A fresh requisition was sent to the UPSC. The UPSC has recommended Dr. R.N. Lal again to whom the offer of appointment is being made.
MEDICAL OFFICFR (Nutrition)	The post fell vacant on transfer of Dr. Ajit Halder, on 1-5-1970. The recommendation of the D.P.C. promoting GDO Grade-II officer to GDO Grade-I is awaited.
JUNIOR PATHOLOGIST	The post was offered to Dr. N. C. Kumar a UPSC nominee on 7-7-70. He has been found medically fit and the A & N Islands Administration have been requested to allow him to join the post under them.
LADY MEDICAL OFFICER (Two)	Offers of appointment were made on *ad hoc* basis to Dr. (Mrs.) Sushila Sood and Dr. (Mrs.) Ramesh Tewari on 4th August, 1969 but they did not join. Orders have been issued for appointment on *ad hoc* basis of Dr. (Smt.) Radha Rani Roy, A GDO Grade II Officer. For the other post of Lady Medical Officer (BVD) a requisition was sent to the UPSC. The UPSC have now informed that no suitable candidate could be found and advised this Ministry to make local arrangement for a period of one year. The Ministry of Defence who have also been consulted have regretted their inability to provide any lady Medical Officer, V.D.
MALARIA-CUM-FILARIA OFFICER	The post fell vacant on retirement of Dr. B. Ghosh from 1.3.70. The recommendations of the UPSC promoting GDO Grade-II Officer to GDO Grade-I are awaited.
GENERAL DUTY OFFICER, GR. II	So far as the posts of the General Duty Officer, Gr.-II of the Central Health Service are concerned, the position is that 15 posts of Junior Medical Officer under the Andaman and Nicobar Administration have been included in the Grade under the C.H.S. Rules. Against them 16 Officers were working there, the extra officer having been adjusted against a higher grade. As such, the incumbency position in the

Post	Position
	General Duty Officer, Grade-II there is now more than full. In fact, the Andaman and Nicobar Admn. themselves had desired, some time past that no more, Junior Medical Officers should be posted under them for the time being. More doctors will, however, be posted in those Islands on receipt of the recommendations of the UPSC against this Ministry requisition for bulk recruitment to the General Duty Officer, Grade II of the Central Health Service, if the Admn. of the Islands ask for their services. As will be observed from the above note, there is now no vacancy in GDO Grade II posts in A & N Islands. Efforts are continuing to be made to fill up the posts in GDO Gr. I and specialists Grade which are still remaining vacant in the Islands. It has been observed that doctors are unwilling to go to different difficult and out-lying areas like A & N Islands, Manipur, Tripura etc. due to difficulties of communication and adequate modern facilities not being available at these places. The possibility of filling up vacant posts in difficult and outlying areas like A & N Islands, Manipur, Tripura etc. by A.M.C (Army Medical Corps) Officers on deputation basis is being examined in consultation with the Ministry of Defence.'

2.3. There was little improvement in the position regarding filling up of the vacancies of Doctors particularly the specialists, even at the time when the Committee took up the subject for the second time. In paragraphs 2.30, 2.31, 2.34, 2.35, 2.36 and 2.37 of their 43rd Report (1972-73) Fifth Lok Sabha, the Committee made the following recommendations:—

"The Committee are constrained to observe that in spite of their recommendations made about three years ago, urging Government to review the question of vacancies of Medical Officers in the Islands, at a high level and take appropriate remedial measures to fill them, and subsequent Government's reply given in December, 1970 that efforts have been made from time to time to fill the vacancies under the Andaman and Nicobar Islands expeditiously, no worthwhile improvement has been effected in filling the vacancies of Doctors, particularly specialists, in the Islands. The Committee regret to note that a number of vacancies of doctors, particularly specialists, are unfilled on the Islands for quite long periods. They regret to note that for the past 8 years (excluding a brief period from 26th May, 1972 to 15th January, 1973) no regular qualified Anaesthetist has been posted to fill the

vacancy in the Islands. They are also constrained to note that the post of medical specialist has been lying vacant since May, 1970 and that of the Malaria-*cum*-Filaria officer since March, 1970. They are surprised to note that surgical operations have been conducted in the Islands without the help of a qualified Anaesthetist and Surgical specialist. During the period of two months upto 20th February, 1973 for which information was supplied to the Committee, 32 such operations were conducted. This not only exhibits a sorry state of affairs so far as medical facilities on the Islands are concerned but also poses danger to human life in the absence of proper medical attention. It is disappointing to note that Government have not been able to bring about any improvement in providing welfare measures like provision of satisfactory medical and health services on the Islands which is very essential not only for the benefit of the local inhabitants but also to implement the various development schemes including resettlement of refugees and ex-servicemen on the Islands. The Committee would, therefore, strongly urge that Government should immediately take effective steps to fill up the posts of medical officers on the Islands particularly those of Anaesthetist and Surgical specialist without further delay and ensure that a qualified Anaesthetist is always in position in the Islands to help in the operations.

The Committee would also like to point out that the anticipated requirements of doctors (including specialists) on the Islands during the Fifth Five Year Plan period would increase considerably. It is, therefore, imperative that effective measures are taken urgently to attract the doctors to the Islands so that not only the existing vacancies are filled up expeditiously but no difficulty is encountered in meeting the increased requirements of doctors for the Fifth Plan.

* * * * *

The Committee note that the question of grant of extra incentives to medical/surgical and other specialists to attract them to the Islands has been under consideration of Government since November, 1971. However, discussions even at Ministers' level have not produced any tangible results.

The Committee note that it has been admitted by Government that 'due to the conditions of service in Andamans it is

difficult for them to fill up all the posts of doctors etc. and the position will remain where it is.' The Committee are surprised at the state of helplessness exhibited by Government and would suggest that the same should be remedied immediately by posting the requisite number of medical officers and specialists by allowing them necessary incentives.

The Committee have been informed that there was a thinking in the Ministry of Finance that the grant of additional incentives to doctors in the Andamans would have repercussions on the other categories of officers in the Islands and that it was tentatively decided to wait for the recommendations of the Third Pay Commission before taking a final decision in the matter. The Commission's Report has also since been presented to Government. They should examine the position expeditiously so as to arrive at a decision in this regard without further delay.

The Committee would further suggest that apart from the special monetary incentives being considered, Government should also consider the provision of the following measures to attract the doctors to the Islands:—

(i) Recalling of officers to the Mainland positively after the completion of their fixed tenure in the Islands.

(ii) Giving preference for sending on advanced training course/Postgraduate training/Fellowship to the doctors on return from Andamans; and

(iii) Posting to a station of choice on return from Andamans.

The Committee stress that Government should take immediate effective steps to fill up the vacancies of doctors and other medical specialists in the Islands in the interest of safeguarding public health of the inhabitants of those Islands."

2.4. It has been stated in reply on behalf of the Ministry of Health and Family Planning in November, 1973 and March, 1974 that efforts had been made from time to time to fill up the vacant medical posts under the Andaman and Nicobar Islands expeditiously. But it took long time to fill the vacancies in view of the fact that doctors were generally reluctant to go to the Andaman and Nicobar Islands

as this was cut off from the mainland and also the modern amenities were not available there.

2.5. Regarding the surgical specialist, the Committee were informed that one Dr. M. G. Matapurkar had since joined the Islands along with his wife who had been offered the post of General Duty Officer Grade II. Regarding Junior anaesthetist, it was mentioned that Dr. Govind Ram who was holding the post till January, 1973, before he was deputed for training with the World Health Organisation, had resumed duty in G. B. Pant Hospital, Port Blair on 31st December, 1973 after completing his training in Anaesthesiology.

2.6. Two more posts of General Duty Officers Grade I had since been filled up by appointment of Dr. V. N. Anand and his wife Dr. (Smt.) P. L. Anand. Dr. Faiz Meshack had also resumed his duty in the G. B. Pant Hospital, Port Blair on 30th May, 1973 after attending the Diploma course in Nutrition (DM) at the All India Institute of Hygiene and Public Health, Calcutta.

2.7. It was stated further that with the joining of the medical officers as mentioned above the position of medical cover in the Islands had distinctly improved. Efforts were continuing to fill up the remaining vacant posts. The possibility of filling up the posts by deputing AMC Officers on deputation basis was also being examined.

2.8. The position regarding the sanctioned strength, actual strength and the number of vacancies of doctors in Andaman and Nicobar Islands in various categories as it prevailed in March, 1974 is detailed below:—

Sanctioned Strength	Actual Strength	Number of Vacancies of Doctors
1	2	3
1. Director of Medical & Health Services	1 post 1	
2. Asstt. Director of Health Services	1 post 1	
3. Asstt. Director of Medical Services	1 post —	Vacant
4. Sr. Medical Officer .	4 post 1	
5. Medical Specialist .	1 post —	Vacant since the date of its creation viz., May, 1970.
6. Surgeon . . .	1 post 1	

1	2	3
7. Specialist in Ohst. & Gynaecology	1 post ..	Vacant Dr. (Mrs.) Radha Rani Roy GDO Grade I is showr against this post.
8. Jr. Anaesthetist	1 pcst 1	
9. Jr. Paediatrician	1 post 1	
10. Jr. Ophthalmic Surgeon .	1 post —	Vacant. This post is vacant from 6-10-72 consequent on the transfer of Dr. K. K. Chaturvedi to C.G.H.S., New Delhi.
11. Jr. ENT Surgeon	1 post 1	
12. Jr. Radiologist ..	1 post —	Vacant. This post is vacant from 27-3-71 due to death of Dr. R. N. Sarkar.
13. Jr. Pathologist . . .	1 post 1	..
14. Medical Officer (Nutritio.) . . .	1 post 1	..
15. Medical Officer . . .	7 posts 6	One post is held in abeyance.
16. T.B. Officer . . .	1 post 1	..
17. Malaria-*cum*-Filaria Officer	1 post —	Vacant from 27-2-70 consequent on retirement of Dr. B. Ghosh.
18. Lady Medical Officer (VD) .	1 post 1	..
19. Junior Medical Officer	. 27 posts 24	2 posts are held in abeyance. 1 post is vacant due to non-availability of dispensary building and staff quarter at Kalighat Dispensary.
20. Asstt. Surgeon Gr. I (Dentist)	1 post 1	..
21. Asstt. Surgeon . . .	1 post —	Vacant. This post is included in the CHS. The existing scale of pay for this post is 325—800. Now there is a proposal to include this post in G.D.O. Gr. II of CHS.
22. Asstt. Surgeon Grade II	. 4 posts —	Vacant. This is is a non-gazetted post in the scale of 150—300. The matter regarding upgrading of these posts to GDO Gr. II post in the CHS is under consideration.

2.9. The position regarding vacant posts of doctors in the Islands as indicated in December, 1974 is stated below:—

Medical and Health Department :—

C.H.S. Posts

(i) Surgical Specialist (S.M.O.) .	Specialist Grade	G.B. Pant Hosptal
(ii) Medical Specialist	Specialist Grade	Do.
(iii) Gynaecologist	Do.	Do.
(iv) Junior Ophthalmic Surgeon .	GDO Gr. I	Do.
(v) Junior Radiologist . . .	Do.	Do.

New C.H.S. Posts

(i) Junior Medical Officer . .	2 posts	These posts will be offered to bonded candidates of this Admn. who are expected to arrive here shortly after completion of MBBS Course.
(ii) Asst. Surgeon Gr. I (NMEP) .	1 post	
(iii) Asstt. Surgeon Gr. II . .	4 posts	The matter regarding upgradation of these non-gazetted posts to GDO Gr. II of CHS is under the consideration of the Government of India.

2.10. The position with regard to filling up the vacant C.H.S. posts is as under:—

(a) Surgical Specialist (Senior Medical Officer).

Transfer order in respect of Dr. Ved Vrat has been issued by the Government of India *vide* Ministry of Health order No. A-22012|36|72-CHS. I dated 25th April, 1973 but he has not yet joined duty and the matter is being pursued with the Government of India.

(b) Medical Specialist

In the meeting of the Central Coordination Committee for Andaman and Nicobar Islands held at New Delhi on 9th September, 1974 the representative of the Health Ministry informed that a candidate for the post has been selected by the U.P.S.C.

(c) Gynaecologist

Dr. S. C. Sarkar, a U.P.S.C. nominee, has been offered the post *vide* Ministry of Health letter No. A-12025 (i) |51.73 CHS. I dated 12th September, 1974. The question of transfer of his wife along with him is under consideration of the Ministry of Health.

(d) Junior Ophthalmoligist

The post has been offered to Dr. S. K. Das, a U.P.S.C. nominee. He has accepted the offer and necessary passages for him are being booked by the ship sailing from Calcutta on 18th December, 1974.

(e) Junior Radiologist

An offer of appointment to the above post has been issued to Dr. B. R. Kamath on an *ad hoc* basis *vide* Ministry of Health Memo. No. A-12025 (i)|55|72-CHS. I dated 2nd November, 1974.

2.11. The following additional requirements of doctors have been included in the Fifth Five Year Plan of A&N Islands:—

Designation	No. of posts	Location
1. Medical Officer TB (G.D.O. Gr.I)	1	Port Blair Hospital
2. Surgical Specialist (Spl. Grade)	1	Mayabunder Hospital
3. Asstistan Director of Health Services for health education—GDO (Gr. I)	1	Port Blair
4. Lady Medical Officer with Diploma in Gynaecology (Gr. I)	4	One for Bambooflat One for Diglipur One for Nancowry One for Campbell Bay
5. Junior Medical Officers (GDO Grade II)	2	Haddo and Katchal
6. Resident Medical Officers (GDO Grade II.)	2	Port Blair
	11	

2.12. During evidence, the Committee were informed in March, 1975 that out of 41 posts under the Central Health Service in the Islands there were four vacant posts and action had also been taken to fill them up. Two of these posts were in specialists Grade I including one Medical Specialist and the two posts were in the G.D.M.O. Grade I scale—One Junior Radiologist and one Junior Ophthalmologist. Explaining the action taken to fill up these posts, the representative of the Department of Health stated during evidence that on transfer of one Dr. A. K. Banerjee after his service in Andamans for 3 years, Dr. Ved Vrat from Irwin Hospital was appointed in his place and he had been relieved by the Delhi Administration in August, 1974 but had not joined so far. The representative stated that the said Dr. Ved Vrat had been issued final warning that if he did not join, he would be rendering himself liable to disciplinary action. To fill up this post a requisition had been sent to U.P.S.C. U.P.S.C. had recommended Dr. Manocha who unfortunately did not qualify in the Medical test. He had made a represen-

tation and he would be appearing before an Appellate Medical Board, and if he passed, then he would be sent in case Dr. Ved Vrat did not join.

2.13. Regarding the post of Medical Specialist which was lying vacant ever since its creation in May, 1970, the representative stated that after this post was included in C.H.S., a requisition was sent in February, 1972 to UPSC who reported that this post had been reserved for Scheduled Caste and Scheduled Tribe candidates and no suitable candidate was available. They recommended Dr. R. K. Gupta and the Department of Personnel had been requested for dereservation of this post.

2.14. Asked to state the measures taken to fill up the vacancies, the Ministry of Home Affairs have stated that under the Central Health Service Rules, 1963, vacancies in the different categories of the Central Health Service are required to be filled up in the following manner:—

1. All vacancies in the Specialists' grade of the Central Health Service are to be filled by direct recruitment through the Union Public Service Commission; and

2. All vacancies in the General Duty Officer, Grade I of the Central Health Service are to be filled by promotion of existing General Duty Officer, Grade II of the Central Health Service through the D.P.C.

However Pool Officers, Bonded Candidates, Central Health Service officers of the lower grades and other non-CHS officers were being considered for appointment against the specialists' Grade posts on an *ad hoc* basis, till regular candidates joined. While giving promotion, Central Health Service officers who complete their normal period of service in category 'A' or 'B' stations are posted to category 'C' and 'D' stations according to the requirements of the jobs, as laid down in the transfer pattern set for the Central Health Service Officers. In case a General Duty Officer Grade II is willing to go to category 'C' or 'D' stations he has to forego the promotion in the General Duty Officer Grade I.

3. Some of the Central Health Service posts are also being filled by transfer of Central Health Service officers of equivalent grade from the mainland.

2.15. It has been stated that the following incentives are available to doctors with a view to attract them for service in the Islands:—

A Special Pay of Rs. 250/- p.m. has been sanctioned for officers of the Specialists Grade posted in the Islands. A special medical allowance of Rs. 150.00/100.00 p.m. is admissible to all grades of Central Health Service according to the other posts in Category 'D' or 'C' stations. In addition following allowances/facilities are also available:—

1. C.A. @ 7½% of basic pay subject to maximum of Rs. 100/- per month.

2. Special Allowance @ 25% to 35% on basic pay subject to a maximum of Rs. 250/- to 300/- per month.

3. Rent free unfurnished accommodation is being given to all doctors recruited from the mainland.

4. Free sea passage—once a year is being given while proceeding on and returning from leave.

2.16. The following proposals are under consideration:—

(i) Recalling of officers to the Mainland positively after the completion of their fixed tenure in the Islands;

(ii) Giving preference for sending on advanced training course/post-graduate training/fellowship to the doctors on return from Andamans; and

(iii) Posting to urban areas on return from Andamans.

2.17. During the tour of the Study Group of the Committee to the Islands in January, 1975 the Andaman & Nicobar Islands Administration suggested the following measures to improve the situation:—

1. The doctors who come to these Islands on posting should be assured a posting in the Mainland at a place of their choice after the completion of the tenure in these Islands.

2. The doctors who have done posting in these Islands should be given preference, other things being equal, for advance training courses and fellowships.

3. At least one posting to Andaman & Nicobar Islands or to some other difficult area should be made compulsory for the doctors.

4. Health Ministry should take a firm stand on the postings of doctors. If a doctor does not join within a reasonable period, pending action against him, Health Ministry should immediately post another doctor to this territory.

5. The special medical allowance of Rs. 100 and Rs. 150 per month which was sanctioned for the Medical Officers' posts to these Islands and has been discontinued should again be allowed as a financial incentive to the doctors.

6. Recently, Ministry of Health has informed that Ministry of Defence has agreed to spare the services of A.M.C. Officers on deputation basis. Postings of doctors will help in solving the problem to some extent.

2.18. The Committee have been informed subsequently that keeping in view the recent directions of Government of India dated 13th March, 1974, the special medical allowance of Rs. 100/-, 150/- per month sanctioned for medical officers (C.H.S.) posted to these Islands (C&D Stations) would not be admissible to medical officers entitled to inner line special pay/allowance, difficult area allowance etc. This has caused great consternation among the affected medical officers. The matter is stated to have been taken up with the Government of India.

2.19. Expressing his views on the incentives proposed to attract the doctors to accept posting in the Islands, the representative of the Ministry of Health and Family Planning stated during evidence that the six incentives had been accepted in principle. The concurrence of the Ministry of Finance was required only in regard to the continuance of special medical allowance of Rs. 100 and Rs. 150 per month which had been withdrawn recently. For that matter the Ministry of Health and Family Planning and the Ministry of Home Affairs were in agreement that this allowance should continue to be given regardless of the fact that they were getting other allowances in the Islands and the matter was with the Finance Department.

2.20. The representative of the Ministry of Finance stated during evidence in this connection as follows:—

"There are two types of allowances—special allowance, available to doctors only and general compensatory allowances which are admissible to all Government employees, who are posted in Andaman and Nicobar. These are enjoyed by the doctors too.

In 1972 an order was issued by the Health Ministry under those orders these doctors were given Special Medical Allowance in addition to Compensatory and Special allowance admissible to all Government employees because these doctors were working in backward areas. This was in the context of a recommendation made by the C.H.S. Advisory Committee's Report and that Report had recommended that in respect of doctors who are posted to difficult areas, where special allowance for the difficult area is not admissible, this allowance should be given. Unfortunately, when these orders were issued by the Health Ministry, A&N Islands were also included in these orders though they had already got special allowance separately. A.G. raised an objection and when clarification was sought from the Finance Ministry, it was pointed out that it was not the intention to give special Medical Allowance to A&N doctors because it will have repercussions in other areas, like Dandakaranya Project where Special Allowance had been given to all employees. The clarification was given by the Finance Ministry, and as a result thereof, Health Ministry issued orders in 1974 that the earlier orders issued in 1972 were incorrect and this allowance should be withdrawn.

It has also been stated that recovery should be effected. So far as recovery part is concerned, I cannot say anything right now. I quite appreciate that it is a human problem and a view could be taken whether a thing which had inadvertently been given should be recovered?

So far as the rationale is concerned Special Allowance is given to all the Government servants who go to Andaman & Nicobar Islands. Why should doctors as a category be given some other Special Medical Allowance in addition to other allowances which are given to all the Government employees?"

2.21. On her attention being drawn to the special problems relating to the A&N Islands, the representative of the Ministry of Finance pointed out that this was applicable to all Government servants and not to the doctors alone.

2.22. The Committee are concerned to note that although the matter regarding the filling up of vacancies of docors in the Union Territory of Andaman and Nicobar Islands was being pursued by them

since May, 1970, the position in his regard is far from saisfactory even after five years of the presentation of that Report. It is still more surprising that in spite of the Committee's specific recommendations made in their 43rd Report (Fifth Lok Sabha) over two years ago, urging the Government to take effective measures to fill up the posts of medical officers in these Islands, there has been no worthwhile improvement in the position. Posts of doctors in the Islands still remain unfilled for long periods which include the posts of Surgical Specialist, Medical Specialist, Assistant Surgeon Grade-I, Junior ophthalmic Surgeon and Junior Radiologist. The post of Medical Specialist, Junior Radiologist and Jr. Ophthalmic Surgeon have not been filled since May, 1970, March, 1971 and October, 1972 respectively. Obviously, the action taken to fill up these posts has not proved effective which indicates the casual manner in which this matter has been dealt with by the concerned Administrative Ministry.

The Committee attach great importance to the provision of proper medical facilities to the inhabitants of these far-flung Islands which are cut off from the Mainland. They would like the Government to investigate the circumstances in which the posts of medical officers in the Islands have remained vacant for long periods and fix responsibility therefor. The Committee would further urge that immediate effective action should be taken to fill up all the posts of medical officers in the Islands without delay. They would like to be informed of the action taken in this matter within three months.

2.23. In paragraph 2.37 of their 43rd Report, the Committee had recommended the following measures to attract the doctors to the Islands:—

(i) Recalling of officers to the mainland positively after the completion of their fixed tenure in the Islands;

(ii) Giving preference for sending on advanced training course/Postgraduate training/Fellowship to the doctors on return from Andamans; and

(iii) Posting to a station of choice on return from Andamans.

The Committee are surprised that these measures which do not entail any additional financial burden and are only administrative in nature, are still under consideration of Government. They would like Government to take expeditious decision on these measures and implement them immediately after publicising them suitably. The Committee hope that these measures would help in filling up the posts of doctors in the Islands.

2.24. The Committee note that a special medical allowance of Rs. 100—150 per month which was allowed to the doctors in the Islands, has been withdrawn recently and that orders have been issued to effect recoveries of the payments already made. During their tour to the Islands in January, 1975, the hardship which would be caused to the doctors by recovery of the allowance which was paid to them in good faith, was represented to the Committee more than once. The Committee would urge Government to consider this matter sympathetically in view of the special conditions prevailing in the Islands and the difficulty being faced by Administration in attracting the services of doctors there.

2.25. The Committee further recommend that the strength of doctors in the Islands particularly in the outlying Islands, should be reviewed so as to ensure that the same is adequate in number and specialisation to provide effective medical care to the residents of these Islands.

B. Health Programmes

2.26. In paragraph 10.34 of the 128th Report (1969-70) the Estimates Committee had made the following recommendation:

> "The Committee hope that all possible steps will continue to be taken to keep the dreaded diseases like T.B., Cholera, Small Pox, Malaria etc. nder control."

2.27. It was stated by Government in reply that:—

> "This has been noted with a view to implementation."

2.28. There were 9 hospitals, one Primary Health Centre and 12 Dispensaries with 477 beds at the end of the Third Plan in Andamans & Nicobar Islands. At the end of the Fourth Plan, there were 12 hospitals, 2 Primary Health Centres and 56 Dispensaries with 535 beds at the end of the Fourth Plan which work out to 4.64 per thousand as compared to the All India average of 0.65 and Delhi average of 2.6 beds per thousand of population.

2.29. The Forth Plan outlay on Medical care|hospital was Rs. 26.190 lakhs. Expenditure incurred was Rs. 28,628 lakhs. The annual percentage of the health plan outlay to total plan outlay of Andaman and Nicobar Islands was:

1969-70 . .	2.42%
1970-71 . .	3.08%
1971-72 . .	1.61%
1972-73 . .	1.67%
1973-74 . .	1.38%

For the Fifth Plan, an outlay of Rs. 55.00 lakhs for Health has been approved. This works out to approximate 1.8% of the total outlay of Rs. 33.00 crores. In 1974-75 the outlay was Rs. 6.00 lakhs (approximately 1.15 per cent) and for 1975-76 the outlay proposed is Rs. 6.10 lakhs (1.11 per cent).

2.30. The names of the Islands where there are no hospitals and the population in each of those Islands are given below:—

Name of Island	Population	Function of Dispensaries if any
1	2	3
1. Baratang	2343	19 Dispensaries and one primary Health Centre are functioning in these 15 Islands.
2. Havelock	1798	
3. Neil	1367	
4. Little Andaman	1911	
5. Chowra	1329	
6. Terressa	780	
7. Katchal	1913	
8. Nancoary	636	
9. Pulomillo	80	
10. Little Nicobar	198	
11. Kumndul	121	
12. Narcondum	11	
12. East Island	20	
14. Smith Island	145	
15. Interview Islands	20	
16. Straight Islands	21	These Islands have no hospitals or dispensaries.
17. Porloh	68	
18. North Passage	53	
19. Elphinston Harbour	49	
20. Mark Bay	4	
21. Unnamed Islands	106	
22. Viper	11	
23. Rutland	80	

Name of Island	Population	Function of Dispensaries if any
1	2	3
24. North Cinque	43	
25. Ross Island	7	
26. Kyd Island . . .	7	
27. Bomboka : . . .	59	
28. Kynket	150	
29. Aviz	1	

2.31. It has been stated that the Doctors from the Hospitals and Dispensaries periodically visit the Islands having no hospitals or dispensaries. A proposal for inclusion of provision for purchase of hospital ship for catering to the Islands not having hospitals or dispensaries was not approved by the Working Group of the Planning Commission due to the tight resources position.

2.32. The special diseases prevalent in the Islands are Malaria, T.B., Trachoma and Venereal Diseases.

2.33. The following communicable diseases programmes are being implemented by the Union Territory:—

(i) National Malaria Eradication Programme

(ii) National Small Pox Eradication Programme

(iii) National Trachoma Control Programme

(iv) National V.D. Control Programme

(v) National T.B. Control Programme

(vi) National Filaria Control Programme

(vii) National Leprosy Control Programme

2.34. Specific measures being taken under these programmes in respect of Malaria, T.B., Trachoma and V.D. are given below:

National Malaria Eradication Programme

2.35. The incidence of Malaria in the Andaman and Nicobar Islands as per report are as under:—

1972	3060	Positive Cases
1973	1519	Positive Cases
1974	1023	Positive Cases (Upto December, 1974).

2.36. The Union Territory of Andaman and Nicobar Islands has 0.25 NMEP unit strength covering a population of 1.1 lakhs. The entire area is in attack phase. The cost of programme is fully met by the Central Government.

T.B. Control Programme

2.37. No Scientific sample survey has been conducted in the Union Territory of Andaman and Nicobar Islands so far to define the precise extent of the problem of T.B. disease there. However, on the basis of the hospital records and tuberculin testing of the population as a part of BCG vaccination campaign, it is estimated that the problem is almost of the same extent as in other parts of the country.

2.38. The Committee have been informed that the total of 62 T.B. beds was functioning in Andaman and Nicobar Islands at the end of the 4th Plan period.

2.39. BCG vaccination programme is in progress since 1959, with the help of special team of trained technicians.

2.40. Provision has been made for the establishment of a T.B. Centre in the Andaman and Nicobar Islands to organise domiciliary treatment services during the 5th Plan. The Union Territory is taking steps to depute requisite personnel required for organisation of the programme for training at the National T.B. Institute, Bangalore.

2.41. It has been stated that keeping the epidemiological nature of T.B. disease and various technical, operational, financial and other relevant factors in view, Mass Radiography of the general population as a case finding measure has not been included in the schemes under National T.B. Control Programme. Moreover, in view of the fact that the population in the Islands is widely scattered and the terrain is rough with no proper roads etc., it would be highly difficult to undertake mass radiography of the population to detect T.B. cases.

Not only the survey would be highly expensive, the delicate equipment of the unit is not likely to withstand the rough roads and terrains and the chances of break-down will be very many.

2.42. Keeping the above in view, T.B. case finding and treatment service has to be provided on a permanent basis and integrated with the general health services and simple sputum microscopy facilities for the detection of the T.B. patients at each of the health and medical institutions in the Union Territory and putting them on treatment with potent anti-T.B. drugs on domiciliary basis has been advocated.

Leprosy Control Programme

2.43. The Islands are considered a moderately endemic area for Leprosy. The estimated number of cases in 1971 was about 300. The patients are mostly amongst the immigrants from Tamil Nadu, Tribal Areas of Bihar and Orissa.

2.44. A 15-bed hospital for leprosy patients is provided and about 60 patients have registered for treatment.

2.45. During the Fifth Plan period, the Leprosy Control Programme is being implemented in the Islands. During 1974-75, the following targets were set:—

Survey, Education & Treatment Centres . .	5
Urban Leprosy Centre	1
Temporary Hospital Ward	1

2.46. During 1975-76, the following targets are envisaged:—

Survey, Education & Treatment Centre .	5
Urban Leprosy Centres	2
Reconstructive Survey Unit .	1

National V.D. Control Programme

2.47. The Venerologist, Safdarjang Hospital, New Delhi, visited the Andaman and Nicobar Islands in May, 1973 to assess the V.D. programme there. A Medical Officer (V.D.) has joined the Administration in 1974. V.D. Drugs worth Rs. 4,000 were supplied in 1974-75 and drugs worth Rs. 6,000 are proposed to be supplied during 1975-76. The question of deputing a V.D. Survey Team to the Islands is proposed to be taken after a report reviewing the V.D. position is submitted by the Medical Officer (V.D.).

Reported shortage of X-Ray Films and Medicines

2.48. It was brought to the notice of the Study Group during their tour to the Islands in January, 1975 that X-ray films were in acute short supply in the Islands impeding proper treatment in the hospitals there. Drug shortage was also reported in the islands.

2.49. Asked to state the factual position in this regard, the Department of Health have stated that no reports regarding any short supply of X-Ray films in Andaman and Nicobar Islands have been received by the Ministry of Health and Family Planning. The country's requirements of X-Ray films at present are being met from local production and from imports. The total requirements of X-Ray films are estimated to be of the order of 1.7 to 1.8 million square metres Of this requirement about 0.9 million sq. metres are being produced by M/s. Hindustan Photo Films and the balance requirement is being imported. At present, the import of X-Ray films has been canalised through M/s. Hindustan Photo Films who import these films in Jumbo Rolls and cut them to size in the country.

2.50. Asked if there were any problems with regard to the availability of medicines in the Islands, the Department of Health have stated that no reports have been received from the Andaman and Nicobar Islands about any such problem faced by them. The Andaman and Nicobar Administration have been requested to place a consolidated indent of their requirements of medicines on the Medical Depot, Calcutta, who would be in a position to make supplies against the indent in time. If the procurement of the medicines through the Medical Store Depot is properly planned, there is no reason for any shortage of medicines in the Islands.

2.51. The Committee note that the expenditure on Medical care/ hospitals in the Andaman and Nicobar Islands has been Rs. 28.628 lakhs during the Fourth Plan period. During the Fifth Plan an outlay of Rs. 55 lakhs which is approximately twice the expenditure incurred during the Fourth Plan period has been envisaged. The population-bed ratio in the Islands is also better than the All India and Delhi averages.

The Committee, however, note that there are no hospitals/dispensaries or primary health centres in some islands in this Union Territory and these are only visited periodically by doctors from the hospitals and dispensaries.

In this connection the Committee note that the proposal for a hospital ship for the Islands proposed for the Fifth Plan has been

turned down by the Planning Commission in view of paucity of resources. The Committee consider it important that medical care should be provided to the inhabitants of these far-flung islands, particularly the aboriginal tribals in the interest of their health and to prevent their extinction. The Committee therefore commend the proposal for hospital ship which may regularly visit the uncatered for Islands and would urge Government to reconsider the matter. To make the project of hospital ship less expensive, Government may examine the feasibility of providing passenger/cargo transportation facilities on the hospital ship.

2.52. The Committee note that T.B. is among the more prevalent diseases in the Islands. They also note that the mass radiography of the general population is stated to be not feasible in view of the operational, technical, financial and other difficulties. The Committee would in these circumstances suggest that a time-bound programme may be formulated to detect cases of T.B. through other conventional methods like simple sputum microscopy through the existing health and medical institutions and through mobile dispensaries specifically set up for the purpose.

2.53. The Committee are concerned to note that Leprosy is another disease prevalent in the Islands with nearly 300 cases in 1971. They further note that at present there are arrangements for only a 15-bed hospital in the territory and about 60 patients have registered for treatment. The Committee would like Government not only to ensure that all the patients of this dreaded disease in these Islands are registered within a fixed period but are also placed under proper treatment. Effective steps should also be taken to prevent the spread of this disease on the Islands.

2.54. The Committee note that venereal diseases are also prevalent on the Islands. They further note that V.D. drugs worth Rs. 4000 only were supplied to the Islands in 1974-75 and V.D. drugs worth Rs. 6000 were proposed to be supplied during 1975-76. The Committee consider this amount to be too meagre to meet the requirements of the Islands. They would like to emphasise that these Islands are a virgin area and therefore there is an urgent need to take comprehensive measures to eradicate venereal diseases from the Islands. The Committee recommend that a time-bound programme for V.D. survey on the Islands should be undertaken urgently and comprehensive measures including the supply of V.D. drugs in sufficient quantities, should be initiated to provide adequate medical care to the afflicted persons as also to prevent the spread of these diseases in the Islands.

2.55. The Committee further note that there has been acute shortage of X-Ray films in the Islands, impeding proper treatment in hospitals. Shortage of drugs is also reported. The Committee are unable to appreciate the persistence of these shortages over the years Now that X-Ray films and drugs are being produced within the country in large quantities there is no reason why with proper management the requirements of these outlying Islands cannot be met in full. The Committee stress that the matter of shortage of X-Ray films and drugs should receive attention at the highest level and immediate steps should be taken not only to meet in full the requirements of the Islands but also to build up adequate buffer stocks to obviate any chances of shortage of X-Ray films and drugs in the Islands. The Committee would like to be informed within three months of the concerted measures taken in this behalf.

C. Eye Treatment

2.56. Trachoma is reported to be one of the diseases prevalent in the Islands. The National Trachoma Control Programme was put into operation in the Union Territory in 1974-75. A coverage of 0.09 million under 5 Blocks was the target for the operation of the Programme and the same is expected to be covered during 1975-76. During the year 1974-75, drugs and health educational material worth Rs. 8,000 were provided to the Union Territory. The same budget provision of Rs. 8,000 has been made for the supply of drugs and health educational material during 1975-76.

2.57. It was also brought to notice during the tour of the Study Group of the Estimates Committee to Andamans in January, 1975 that adequate facilities for treatment of eyes did not exist in the Islands. People were facing difficulty even in regard to prescription of eye glasses.

2.58. Asked to state the measures proposed to be taken in this regard the Department of Health have stated that the Government of India had offered to send a team of eye specialists to Andaman and Nicobar Islands in 1974. The Andaman and Nicobar Administration indicated that they were awaiting a team from Lion Club, Vishakhapatnam.

2.59. This team visited the Islands in February, 1975. 1728 cases were examined. 79 major and 12 minor operations were performed.

It has been stated that if the Andaman and Nicobar Administration feels the need, a specialist eye team can be arranged and sent to the Andaman and Nicobar Islands.

2.60. It has been stated further that the question of posting a Junior Opthalmologist is being pursued. Training of locally recruited candidates as Orthopterists and technicians in the opthalmic field is also proposed to be arranged in consultation with the Andaman and Nicobar Administration.

2.61. The Committee are deeply concerned to note that adequate arrangements for treatment of eyes do not exist in the Islands at present. Even for ordinary day-to-day requirements like prescription of eye glasses there are no arrangements. As mentioned earlier in the Report the post of Junior Ophthalmic Surgeon has remained unfilled since October, 1972. The Committee do not consider that sending of a team of eye specialists to Andaman and Nicobar Islands from time to time is a conclusive answer to this problem. They would recommend that regular arrangements for treatment of eyes and prescription of glasses should be made in the major Islands immediately.

2.62. The Committee note that the National Trachoma Control Programme was put into operation in the Union Territory in 1974-75. A coverage of 90,000 under 5 blocks was the target for the operation of the programme and the same is expected to be covered during 1975-76. The Committee hope that the targets fixed for 1975-76 under the National Trachoma Control Programme will be duly achieved.

2.63. The Committee would like Government to pay special attention to the health of the tribals and new migrants, particularly of children of the age group 0—5 years. In this context the Committee cannot too strongly stress that from the very beginning Government should see that the colonies and hutments are so built and designed as to conform to health and hygiene requirements. Special attention should be paid to drinking water and sewerage. Government may also encourage the inhabitants and settlers to adopt dietary habits which will help to build resistance to disease.

2.64. The Committee would also stress the need for setting up well equipped and adequately manned family planning units so as to propagate the knowledge and make available family planning facilities to the inhabitants and settlers in scientific and rational manner.

D. Personnel Policies

2.65. During their tour to the Andaman and Nicobar Islands in January, 1975, it was brought to the notice of the Study Group of

the Committee that personnel policies followed for posting officers to these Islands needed improvement. Asked about the tenure of service in the Andaman and Nicobar Islands, the representative of the Ministry of Home Affairs stated during evidence that normally IAS and IPS officers belonging to the Delhi and Andaman and Nicobar Cadres are posted to Andamans, generally for a period of 2 to 3 years.

2.66. The Committee wanted to know if any special travel concessions are available to the officials posted in the Islands to enable them to visit the Mainland more often. In reply, the Chief Commissioner stated during evidence that officers recruited from Mainland for service in the Andamans are entitled to free sea passage for themselves and their family members once a year during leave. The Chief Commissioner has the authority to permit gazetted officers to travel by air on leave, along with their families.

2.67. It was brought to the notice of the Study Group during their tour to Andaman and Nicobar Islands in January, 1975 that officers travelling between the Mainland and Islands had sometimes to wait for long periods at Calcutta to get the shipping service and had thus to incur heavy expenses. The Committee wanted to know if this period of halt was treated as duty. The Chief Commissioner stated that such contingencies occurred when the sailing of a ship was delayed due to one reason or the other. The period of enforced halt is treated as spent on duty as follows:—

> "For those who perform journey on tour, the entire period of enforced halt is treated as on duty; and they are paid daily allowances.
>
> For those who perform journey on transfer, the entire period of enforced halt is treated as joining time, but no daily allowance is given;
>
> For those who perform journey on leave, a joining time of 15 *days* is given. Cases requiring grant of joining time for more than 15 days, are referred to the Government of India."

2.68. It has been stated that in regard to such enforced halts a liberal view is taken by the Government and periods of enforced halts are regularised by granting extended joining time if such halt are caused by the circumstances beyond the control of the individuals concerned. The Chief Commissioner, Andaman and Nicobar

Islands is empowered to sanction joining time (including extended joining time) upto a period of 15 days. Joining time beyond this period is sanctioned by Government of India.

2.69. In reply to a question whether any boarding and lodging facilities were available to officers in transit at Calcutta and Madras, the Committee have been informed that there are two Guest Houses at Calcutta one at Auckland and another at Bandel Road. The Guest House at Auckland place is having only one room with double bedded accommodation. At Bandel Road there are three rooms. Each room contains two beds with attached bath. The officers in transit are allowed to stay in these Guest Houses.

2.70. The Committee have been informed that land has been acquired in Calcutta and it is planned to construct a four-storeyed building on it. Plans have been approved by the Administration and are to be referred back to the PWD Organisation in Calcutta for their taking up construction work. It will consist partly of a guest house for various categories of officials and partly of a "serai" where non-officials can stay.

2.71. The Committee have been informed that no facilities for boarding and lodging are available at Madras.

2.72. The Committee in paragraphs Nos. 2.22 to 2.24 have already observed that posts of doctors have remained vacant for long periods due to reluctance on the part of doctors to go to the Andaman and Nicobar Islands. During their visit to the Islands, they gathered the impression that other officers also have a feeling of frustration on being posted to the Islands and that generally such postings are considered as a penal measure. An impression prevails that officers use every trick at their command to avoid postings to these islands. Apparently the policies and procedures followed in regard to the posting of officers and doctors from the main land and the incentives available to them, have not been adequate to attract doctors and other officers to the Islands. The Committee consider that in the interest of speedy development of these Islands, Government should reorient their personnel policies and procedures in such a way as to attract the best and most efficient officers to these areas. Persons who evince real interest in the development of these Islands and are prepared to work there and show results, should be allowed special incentives such as higher pay and allowances, weightage of service in Islands for promotion, nomination for training courses, better housing and more liberal leave rules etc. Work in these Islands should be given special recognition and should be considered as a badge of

merit and not as a penal posting. The officers selected should normally belong to younger age groups and should be posted for a reasonably long period and on specific assignments so that they can show results by way of achievement during their tenure. The Committee urge that action to reorient the personnel policies as suggested above, should be taken by Government expeditiously and implemented in the field.

2.73. The Committee are of the opinion that since the personnel posted to these Islands feel isolated as they are cut off from the mainland, they should be allowed more liberal leave travel concessions so that they can visit their home towns. The Committee note that officers recruited from the Mainland for service in the Andamans are entitled to free sea passage for themselves and their family members once a year during leave. The Chief Commissioner has the authority to permit gazetted officers to travel by air on leave along with their families. The Committee consider that gazetted officers travelling between Calcutta/Madras and Port Blair on duty, on transfer and on leave may generally be allowed to travel by air. Apart from providing relief to the officers, they feel that this will not result in excessive financial burden as the officers concerned will be availing of less joining time and less travelling and daily allowances etc., due to elimination of enforced halts entailed in steamer journeys. Moreover, there would be fuller utilisation of capacity of the aircraft plying between the Mainland and the Islands. The Committee recommend that this matter should be examined sympathetically and decision taken expeditiously.

2.74. The Committee note that the officers travelling between the Mainland and the Islands have sometimes to wait for long periods at Calcutta to get the shipping service and have to incur heavy expenditure on their board and lodging during the enforced halts. The Committee note that there are two Guest Houses at Calcutta—one at Auckland and another at Bandel Road but the accommodation provided there does not meet fully the requirements. Moreover, there are no facilities for board and lodging at Madras. The Committee recommend that the position may be examined urgently and adequate arrangements for board and lodging for the officials and staff in transit to and from the Islands made at Calcutta and Madras at reasonable rates keeping in view the daily allowance that they are entitled to.

CHAPTER III

CELLULAR JAIL AND STATUE OF NETAJI SUBHASH CHANDRA BOSE

A. Cellular Jail

3.1. The Estimates Committee in paragraph 1.31 of their 128th Report (1969-70) presented to Lok Sabha in May, 1970 had noted that Government were taking action to improve the dilapidated condition of the Cellular Jail in Andaman Islands and had expressed hope that Government would take early decision in regard to its maintenance as a national monument to commemorate the sufferings undertaken and sacrifices made by hundreds of freedom fighters of India in the Jail.

3.2. In reply, Government had informed the Committee in February, 1971 that it had been decided to preserve the Central Tower and the existing three wings of the Cellular Jail as a National Monument.

3.3. There were originally 7 wings of the Cellular Jail. Out of these, only 3 wings now exist *viz.*, Nos. 1, 6 and 7. Of these, wing No. 1 is being used as the District Jail. It was considered that the continued use of this wing as a Jail would not detract from the atmosphere of the original Jail which was sought to be preserved. The ground and second floors of this wing were to be repaired and maintained.

3.4. Wing No. 6 is now utilised as residential accommodation for bachelor Government officials. It was considered that it might continue to be used for some more time. This Wing had to be repaired and maintained.

3.5. Wing No. 7 is occupied by the Medical Department. On the ground floor were the Medical Stores and on the 1st and 2nd floors, stationery, forms, registers etc. of the Medical Department were stored.

3.6. The entrance block (double storeyed) which now exists also formed part of the old Cellular Jail. Its ground floor is used as a

Mess for Nurses and living quarters for them. The first floor is used as office of the Director of Medical and Health Services.

3.7. It was proposed to move the offices and stores etc. of the Medical Department out of the Cellular Jail building. It was accordingly decided to have a Medical complex in which there would be all needed buildings.

3.8. Reviewing the implementation of the recommendation made in paragraph 1.31 of their 128th Report, the Committee had observed in paragraph 3.18 of their 43rd Report (1972-73) that even though a period of three years had elapsed since they had recommended that the dilapidated condition of the Cellular Jail should be improved and it should be maintained as a national monument, the progress made in this regard had not been satisfactory. The Committee had noted that according to their current programme, repairs to Wing No. 1, which was being utilised as a Jail, would be completed by December, 1973 and that after the building of a separate jail was sanctioned, this wing would be vacated. The Entrance Block would be vacated by the Medical and Health Services after December, 1974, Wing No. 7 would be vacated by January, 1975 and the repairs completed by March, 1975. The Committee felt that as necessary funds for the preservation of the Cellular Jail in its present form were already available with the Administration, the programme for repairs of the Jail could have been speeded up. The Committee had desired that the work of drawing up a phased programme for the construction of buildings which might be necessary for shifting the offices, stores etc. located inside the Cellular Jail building should be expedited so that the building was not subjected to wear and tear on account of continued occupation.

3.9. In their reply dated 12th November, 1973, the Ministry of Home Affairs have stated that the following are the items of repairs that have been approved by the Government of India for preservation of the Cellular Jail in its present form.

Sl. No.	Description of work	Estimated Cost	Action so far taken (As in November, 1973)
1	2	3	4
(i)	Repairs to cells such as strengthening or replacing girders of jack arches, flooring and plastering wherever	Rs. 2,84,000/-	This is a major item of work. It is being taken up.

1	2	3	4
	necessary, replacement of ventilator, grills rain water pipes, white-washing etc. 284 cells @Rs. 1,000/- per cell.		
(ii)	Water proofing treatment to roofs.	Rs. 12,000/-	Estimate under preparation.
(iii)	Repairs to the passages to the three Wings from the Central Tower.	Rs. 11,000/-	Minor repairs carried out. However, it will be necessary to carry out major repairs for which separate estimates are being prepared.
(iv)	Replacement or repairs to grills in Verandah.	Rs. 12,000/-	
(v)	Repairs to enterance block.	Rs 20,000/-	
(vi)	Repairs to watchman's quarters near handing shed.	Rs. 5,000/-	Completed.
(vii)	Repairs to work shed.	Rs. 32,000/-	Efforts would be made to execute these items and complete at least the work pertaining to Item No. (viii) during this year itself.
(viii)	Repairs to dining shed.	Rs. 15,000/-	
(ix)	Fencing near Wing-II and areas near plinth of Jail Hospital.	Rs. 8,000/-	
		Rs.399,000/- *or* Rs.400,000/-	

3.10. It has been stated by Government that necessary funds for repairs to be carried out to Cellular Jail are available.

3.11. The Committee wanted to know the progress made in the construction of buildings necessary for shifting the offices, stores etc., located inside the Cellular Jail. The progress as in December, 1974 is indicated below:—

(i) Nurses Hostel has been completed in March, 1974 and handed over to the Medical Department. However, in the ground floor portion of the entrance block, four Jail Warders and one staff nurse are presently residing. There is already a proposal to shift the staff nurse. The Warders will also be shifted as early as possible.

The work on the construction of offices of the Director of Medical and Health Services and Store block has been taken up and is expected to be completed by 31st January, 1975. The offices of the Director of Medical and Health

Services will be shifted thereafter from the entrance block to the new building complex. Only 8 rooms on the top floor of wing No. 7 are occupied by the Medical Stores and Stationery. These will be vacated soon after the construction of new buildings referred to above is completed. However, for carrying out repairs to these 9 rooms, the stationery and medical stores kept in these rooms will be temporarily shifted to the rooms already repaired.

(ii) Replacement/Repairs to grills in the Varandah and passages are being carried out.

(iii) The progress made in various works is indicated below:—

(a) *Wing No.* 1: Plastering of wall and ceiling has been completed in most of the portions and fixing of grills is in progress.

(b) *Wing No.* 6: No work could be done in this Wing as this is occupied by bachelor officers for whom alternative accommodation is yet to be constructed. The question of providing alternative accommodation to these bachelor officers is still under consideration. For this purpose, a suitable site is being selected in consultation with the revenue authorities. The detailed estimates will be prepared by A.P.W.D. after finalisation of the selection of site, which will be done shortly. The alternative accommodation for bachelor officials is expected to be available by December, 1975 provided necessary funds for purpose are allotted by the Government of India in our budget for which provision is being made in eight monthly estimates for 1974-75.

(c) *Wing No.* 7: Only part of the work has been done and other works in progress. Portions occupied by Medical Stores and Jail Kitchen can be taken up only after vacation.

(iv) For establishment of a Library-cum-Museum in the Entrance Block after its vacation in 1976, the A.P.W.D. is yet to prepare the estimates. Before this is done, it is considered desirable to know the exact scope of additions/alterations that may be necessary for the conversion of the existing entrance block into a Library-cum-Museum.

The Administration have, therefore, taken up the matter with the Director General, National Archives of India, New Delhi for assistance in the preparation of proper design for the Library-cum-Museum. The Administration have also suggested that a team of technical experts from the National Archives of India may be deputed to these Islands for spot study etc. The visit of the team has not yet materialised.

(v) As regards the proposal for the construction of a Modern Jail at a later stage, the Committee have been informed that the Planning Commission *vide* their letter No. PC(P)/9/101/Police/73, dated the 22nd October, 1974 have accorded approval for inclusion of Police Housing and Jail Buildings under Plan Schemes. Accordingly, the construction of a new Jail Complex has been incorporated as Scheme No. 2 under Sector-Police Housing and Jail Building in the Fifth Five Year Plan of this Territory. The proposed outlay for the Fifth Plan is Rs. 45 lakhs including an annual outlay of Rs. 5.00 lakhs for 1975-76. Further action for the construction of a new Jail Complex will be initiated after the approval of the above scheme by the Planning Commission. Meanwhile, site selection for the new Jail Complex has already been made.

3.12. The Committee are constrained to observe that in spite of the recommendation made by them as far back as May, 1970 regarding improvement in the dilapidated conditions of the Cellular Jail and its maintenance as a National monument, progress made in this direction so far has not been satisfactory. The implementation of the phased programme for construction of buildings for offices, stores and new Jail Complex etc. with a view to shift them from the Cellular Jail, has been very slow. No work has been done in Wing No. 6, as this is occupied by officers for whom alternative accommodation is yet to be constructed. Even site selection and preparation of detailed estimates for this purpose have not been carried out by the A.P.W.D. In regard to the Entrance Block and Wing No. 7 which are occupied by the Medical Department and Nurses, only part of the work has been done. Even though the Nurses Hostel has been completed, four Jail Warders and one staff Nurse are still residing in the Entrance Block of the Jail which is to be vacated on the construction of a new Jail Complex.

The Committee are distressed at the slow progress made in the vacation of the various Wings of the Cellular Jail which is to be

maintained as a national monument. They would like Government to take effective measures in this regard. The Committee urge that a well-defined and time bound programme should be prepared for the vacation of the various Wings of the Cellular Jail building and to maintain them properly.

3.13. The Committee note that there is a proposal to establish a Library-cum-Museum in the Entrance Block of the Cellular Jail. They are surprised that the team of technical experts from the National Archives of India which was to have visited the Islands for an on-the-spot study in regard to the scope of additions and alterations that might be necessary for the conversion of the existing Entrance Block into Library-cum-Museum, has not yet visited the Islands. The Committee would like the Government to expedite the visit of the team as also the preparation of the estimates for this work so that this work could be taken up soon after the vacation of the Entrance Block. The Committee would like to be informed of the action taken within three months.

3.14. The Committee further note that the proposal for the construction of a new Jail Complex has been approved by the Planning Commission and that the scheme has been incorporated in the Fifth Five Year Plan of this Union Territory. The Committee would stress that necessary measures should be taken to implement the scheme for the construction of a new Jail in the Islands as early as possible so that Wing No. 1 which is being used as a Jail is vacated and the objective of preserving the "gaunt severity" of the Cellular Jail may be fulfilled.

The Committee have no doubt that in constructing the new Jail Complex in the Islands, it would be ensured by Government that the latest advances in the construction of Jails as also arrangements for education and training of the convicts with a view to facilitate their rehabilitation after the expiry of their term of imprisonment, are introduced and the Jail is run as a model jail to serve as a contrast to the treatment meted out to the freedom fighters in the Cellular Jail.

List of Freedom Fighters

3.15. In paragraph 3.19 of their 43rd Report the Committee noted that Government had collected all the information about the names of people who had been deported to Andaman Islands. Government had also taken the assistance of non-official organisations in this regard. Since Government had got enough information with them

regarding the freedom fighters deported to Andamans, the Committee had urged that the list of names of freedom fighters should be compiled expeditiously and the complete list of names inscribed on the stone plaques inside the Jail without any further delay.

3.16. In reply, Government had stated in November, 1973 that a list of freedom fighters who had been incarcerated in the Cellular Jail, Port Blair had since been drawn up in consultation with the Fraternity Circle, Calcutta. Action to inscribe the names on stone plaques had been initiated. Doubt, however, still existed about a few names. These were being verified from the concerned State Governments.

3.17. Subsequently, the Committee have been informed in December, 1974 that the list of names of the Freedom Fighters incarcerated in Cellular Jail has been finalised in consultation with the Freedom Fighters Fraternity Circle, Calcutta and the Government of India, Ministry of Home Affairs. These names have already been written on the wooden plaques. Action has also been taken for the procurement of marble plaques for inscription of the names thereon for display in the Central Tower of the Jail.

3.18. During their study tour to the Islands in January, 1975, the Committee had noted some inaccuracies in the names of freedom fighters as also the States under which they were shown. On being pointed, the Committee have been informed that necessary corrections have been made and that the work of inscribing the names afresh, with the additions and alterations on new marble plaques is expected to be taken up shortly.

3.19. The Committee are glad to note that at long last the list of names of the Freedom Fighters who were incarcerated in the Cellular Jail in Andamans has been finalised by the Andaman Administration in consultation with the Freedom Fighters Fraternity Circle, Calcutta. These names have now been written on the wooden plaques. The Committee desire that the work relating to the inscription of the names in marble for suitable display in the Central Tower of the Jail should also be completed before the end of 1976 and the Committee informed. The Committee would like Government to ensure that the names of all the freedom fighters who were incarcerated in the Cellular Jail are correctly spelt out and inscribed on the marble plaques and are shown under their respective States.

3.20. The Committee desire that a carefully scheduled brochure should be compiled on the life and conditions in the Cellular Jail

during the freedom struggle with the help of the non-official organisations who have evinced interest in the matter in the past as also with the help of the freedom fighters who were incarcerated in that Jail, and who are still alive. This brochure apart from its historical importance could well serve as the basis for setting up son-et-lumiere show at the Jail in due course.

B. Installation of statue of Netaji Subhash Chandra Bose

3.21. During his campaign relating to the Indian National Army Netaji Subhash Chandra Bose visited the Islands and on the 29th December, 1943, the Indian Tricolour was hoisted for the first time in the Islands by Netaji. In a meeting in the Gymkhana Grounds of Port Blair he uttered the immortal words. "YOU GIVE ME BLOOD, I WILL GIVE YOU INDEPENDENCE".

3.22. The Estimates Committee had in paragraph 1.33 of their 128th Report (Fourth Lok Sabha) hoped that Government would raise a suitable monument at Port Blair to commemorate this historical visit to these Islands, as early as possible. Government had in their reply in February, 1971 stated that it had been decided to erect a statue of Netaji Subhash Chandra Bose at Port Blair. The Committee were also informed that the details were being worked out in this connection with Lalit Kala Academy.

3.23. In paragraph 3.25 of their 43rd Report (April, 1973) the Estimates Committee noted with regret that there had been an inordinate delay on the part of Government in finalising the venue for erecting a statue of Netaji Subhash Chandra Bose at Port Blair. One of the reasons advanced was that the Committee constituted to select a suitable design could not at all hold further meetings or visit the Islands as the Convener was not available. The Committee were not convinced with the plea put forward by Government in this regard. They deplored the delay and suggested that immediate action should be taken to raise a suitable monument at Port Blair to commemorate the visit of Netaji Subhash Chandra Bose to Andaman and Nicobar Islands, and no further delays should be allowed on any plea whatsoever.

3.24. It was stated by Government in reply in November, 1973 that a model of the statue to be installed at a suitable place in Port Blair prepared by the well-known artist Shri R. P. Kamat, had since been approved by the selection committee. The members of the Committee and the artist were due to visit the Islands shortly

for finalising the exact location of the proposed statue in bronze. The final order for the statue would be placed thereafter.

3.25. According to the latest information furnished to the Committee, a formal order for casting a 15' bronze statue of Netaji Subhash Chandra Bose was placed on Shri R. P. Kamat on 12th August, 1974. The delivery was expected within a year's time. The members of the Statue Committee, Prof. Sankho Chaudhuri and Shri K. M. Saxena, Senior Architect, C.P.W.D., along with Shri R. P. Kamat, visited these Islands on the 7th November, 1974 and selected a suitable site in Marina Park at Port Blair for the installation of the statue.

3.26. The Committee note the progress made towards installation of the statue of Netaji Subhash Chandra Bose in implementation of the recommendation made in paragraph 1.33 of their 128th Report (1969-70) and reiterated in paragraph 3.25 of their 43rd Report (1972-73). The formal order for casting a 15ft. bronze statue was placed on Shri R. P. Kamat in August, 1974 and the delivery was expected within a year's time. The Committee cannot help pointing out that though Government, while accepting the recommendation, had stated in their reply furnished in February, 1971 that it had already been decided to erect a statue of Netaji at Port Blair, they have taken more than three and a half years thereafter to place an order for the statue on the supplier. The Committee would urge Government to ensure that at least now no further delay occurs in the procurement and installation of the statue. The Committee desire that the statue should be installed and the area around it properly developed not later than December, 1976 and the Committee informed.

CHAPTER IV

A. Forests

(i) *Fuller exploitation of Forest Wealth*

4.1. The Andaman and Nicobar Islands abound in forest wealth. Forests are the main source of this territory's revenue and are also indisputably the major basis of their economic development. The forests occupy the bulk of the Islands. The territory is one of the richest reservoirs of tropical timber in the country. At present these resources are underutilised and against the potential annual yield of about 3.65 lakh cubic metres less than 1 lakh cubic metres is harvested year after year.

4.2. While the Andaman Forests have been worked for the last about 85 years, much of it still remains virgin, especially along the West Coast, in the North Andaman, in many of the smaller Islands in the group and in the interior or high elevation areas not readily accessible from the seas and creeks. Only areas from which extraction *via* the seas and creeks was readily practicable have been subjected to forest operations and that too only sometimes intensively. The Nicobar forests have received no attention except for exploratory studies and for the very recent clear felling in Katchal for rubber planting and for colonising some ex-servicemen families in the Great Nicobar.

4.3. The Estimates Committee, in paragraph 4.14 of their 128th Report (1969-70) on Andaman and Nicobar Islands had made the following recommendation:

> "The Committee note that the Andaman and Nicobar Islands are one of those few regions in the country where the percentage of forest area is much higher than the national average. They need hardly stress that these forests possessing valuable timber of commercial importance are vital not merely for the economic development of these Islands but constitute a national asset in view of the present as well as likely future gap between the demand and supply position of the timber for various industrial and other uses in the country. The Committee consider that the

efforts put in and the results achieved so far in the direction of forest extraction and development are meagre as compared to the vast forest resources available in these islands. In this connection they are constrained to observe that while every State Forest Department renders a surplus revenue, the Forest Department in these Islands is incurring loss which has to be made good by the Administration. Even the Saw-Mill at Chatham run by the Forest Department has been showing loss. The Committee feel that this state of affairs is largely due to bad management and lack of initiative. The Committee would, therefore, recommend that Government should institute a thorough probe into the cause of recurring loss and mis-management in the Forest Department and fix up responsibility for this state of affairs".

4.4. In paragraph 4.15, the Committee had observed as follows:—

"The Committee suggest that the Central Forestry Wing should chalk-out an integrated plan for the systematic development of forests in these Islands by promoting infrastructure *i.e.* improved communications, modern logging equipments and other techniques in forest operations etc. on the one hand and by introducing plantations of suitable economic and industrial species and bringing the forest area under scientific management after proper survey demarcation and enumeration of forests on the other. The Committee trust that for a long-term venture like Forestry, Government would ensure suitable ways and means to be adopted to make available adequate funds perennially which in turn would ensure sustained development of forests in these islands. The timber extraction should also be organised in a business like manner so as to avoid waste and ensure economy, efficiency and fair return".

4.5. Government had in their reply furnished in December, 1970 observed as follows:—

"While it is true that the Andaman and Nicobar Islands are one of the few regions in the country where the percentage of forest area is very much higher than the national average, but at the same time the forests of the Andaman and Nicobar Islands are scattered over more than three

hundred islands unlike the mainland State Forests which occur in more or less contigous and compact areas of fairly easy accessibility. As a result considerable development of infra-structure in these islands is necessary and steps are being taken to develop these.

After meeting the local demand for timber in the Islands, certain quantities are exported to the mainland markets. With the increase in the shipping freight rate for timber from time to time, the last one of 20 per cent being effective from 1st April, 1970, it has not been possible to market this timber at profit. As there are a few local labourers available in Andamans, most of the labourers for various forestry operations have to be inducted from the mainland and they are engaged on a permanent basis on high wages. All the stores for various works are also to be brought from the mainland at heavy freight rates, etc.

The Government Saw Mill at Chatham is working mainly as a scavenging unit to use such logs as are not easily saleable in the log form due to various defects to meet the local requirements of sawn timber. Due to poor grade of timber fed into the saw mill and production of thin sections required for local house construction, the wastage percentage is comparatively high. Besides, this Mill mainly produces sawn timber for sale to the local people and for supply to the local Government Departments and the sale prices are fixed on the lower side on account of the comparative backwardness of the territory and absence of local building materials, etc. In view of this, the Government Saw Mill is showing some losses.

Apart from the above, unlike the Forest Departments on the mainland, the Andaman Forest Department has been declared a "Commercial Department". While working out profit and loss accounts of the Department, it takes into account the depreciation on capital assets, royalty on departmental extraction of timber and a number of other sundry items, one of these being the interest on the Capital-at-Charge formed by the dues realisable from M/s. P. C. Ray and Company, the North Andaman Licensee. All these factors have contributed towards uneconomic working of the Department. The Government had appointed a Cost Accounts Officer during 1968 to go

into the accounting procedure of the Department and suggest measures for improving the same. His report has been received and certain aspects of the matter have been taken up with Accountant General (Central), Calcutta, under whose jurisdiction the Andaman Forest Department works, for rationalisation of the accounts.

Scientific management of these forests is based on working plans and schemes drawn up from time to time. To improve the stock of timber in the forests, about 22,000 hectares of forest area have been successfully naturally regenerated to produce better stocking of more valuable timber species than those in the existing natural forests. In addition, about 7,000 hectares have been planted with valuable species such as Teak and Padauk. There is also a programme to raise about 500 hectares of teak and padauk plantations annually during the remaining years of the Fourth Five-Year Plan.

The Government have also proposed to send a Study Team to advise the Andaman Administration on the pricing structure for the Andaman timbers, better utilisation of timber and improving logging practices."

4.6. The Committee's suggestion regarding drawing up of an integrated plan for systematic development of forests in these Islands was accepted by Government. It was, however, pointed out in a note furnished to the Committee in February, 1971 that:—

"As indicated in reply to Sl. No. 15, para 4.14, the Government have decided to send a "Study Team of Experts" to examine and suggest rational methods for determination of royalty on the departmental extraction of timber, to consider the question of price-fixation, etc. Besides, another Team of officers is also proposed to be deputed to Andaman simultaneously to study silviculture, logging and utilisation to prepare an integrated plan for working the forests of these Islands on modern lines by promotion of infra-structure like improved communication, use of modern logging techniques, etc. The survey and demarcation of the forest areas in the Andaman Islands has also been undertaken as a separate Scheme under the Fourth Five Year Plan."

4.7. Reviewing the progress made towards fuller exploitation of forest wealth in Andamans, the Estimates Committee in paragraph

4.28 of their 43rd Report (1972-73) presented to Lok Sabha in April, 1973 stated as follows:—

> "The Committee are constrained to observe that the progress made by the Andaman Administration and the Ministries concerned towards full exploitation of Forest Wealth in the Islands is extremely slow and that at present against the total capability of 3.67 lakh cubic metres, only 95,000 cubic metres, i.e. less than one-third, is being exploited. It was after a year from the time the Committee had made their recommendations, that a Study Team visited the Islands in May, 1971 and their Report which was submitted on 21-9-1971 is still under consideration by Government. Likewise, the recommendations of an expert team from National Industrial Development Corporation which was deputed to explore the possibilities of setting up wood-based industries and export of timber from the Islands to foreign countries which were submitted to Government, are also under consideration of Government.
>
> The Committee feel that inordinate delays in implementation of these programmes are bound to defeat the very purpose for which the original recommendations of the Committee was made. The Committee would, therefore, stress that Government should finalise its decisions on the Study Teams and Expert Team's proposals without further delay and undertake a crash programme for the fullest exploitation of forest wealth so as to ensure maximum possible yield from the rich forest resources of the Islands."

4.8. It was stated by Government in their reply furnished to the Committee in November, 1973 that:

> "The Study Team of May, 1971 had a limited objective connected with the recommendation of the Cost Accounts Officer. The recommendations are considered at various levels and are being submitted for final approval of the Comptroller and Auditor General of India.
>
> The Industrial Development Corporation had a limited task concerning the extraction of timber from the Little Andaman, Katchal and Great Nicobar Islands. But the Estimates Committee's desire is to take up the overall

question of exploitation. For this, the present strength of the Forest Department is not adequate. We are considering the formation of a Corporation to undertake exploitation in all the Islands. The recommendation of the Committee to undertake a crash programme is noted and will be used in our proposal for formation of the Corporation."

4.9. Subsequently, the Committee have been informed in March, 1974 that Government have already taken decision on all the recommendations of the Study Team of May, 1971 except the one pertaining to conversion of Andaman Forest Department into a Service Department, regarding which the position is explained in succeeding paragraph. The brief particulars of the recommendations of the Study Team and the action taken for implementation of the same are summarised beblow:—

	Recommendation	*Action taken by Andaman Administration*
1.	Despatch of defective logs to mainland depots for auction should be stopped.	The decision has been implemented.
2.	For fixation of market price, logs should be classified into various categories and the principles of quality grading and dimensional grading should be introduced.	The Andaman Forest Department is finalising the procedure for grading and classification of logs for implementation by them.
3.	The minimum girth of saleable logs should be reduced as and when it is found that the economics thereof are advantageous to Government.	The position with regard to lowering of girth limit of logs will regularly be watched by the Andaman Forest Deptt., and action thereon taken when market for lower girth logs develops.
4.	The Forest Officers of various ranks should be delegated with adequate powers to ensure more efficient working system.	This has been implemented.
5.	The system of passing of logs to Govt. Saw mills should be introduced to eliminate feeding of defective and unproductive logs to the Mills.	This has been implemented with certain adjustments.
6.	Uneconomical sizes should not be produced in the Government Saw Mills to avoid wastage.	This has been implemented.

4.10. As regards the recommendation of the Study Team to declare the Andaman Forests Department as a Service Department, the Committee have been informed that the Ministries of Agriculture, Home Affairs and Finance had accepted the recommendation. The

matter was thereafter referred to the Comptroller and Auditor General of India, who had, however, raised a number of issues and had asked the Ministry of Agriculture to furnish their comments through the Ministry of Finance. The matter was also discussed in the Central Coordination Committee for Andaman and Nicobar Islands on 27th February, 1974. In the meeting it was decided that the Inspector General of Forests would ask his Department to prepare a detailed note bringing out the pros and cons of the proposal and thereafter send it to the Ministries of Home Affairs and Finance for their comments. The paper could then be put up to the Secretaries' Committee.

4.11. Intimating the decision taken on the recommendation it has been stated by Government that various recommendations pertaining to establishment of wood based complexes in Little Andamans and Great Nicobar contained in the Feasibility Report prepared by the National Industrial Development Corporation have been taken into account in the preparation of a Project Report for Development of Mixed Tropical Rain Forests of Andaman and Nicobar Islands through the agency of Forest Development Corporation.

4.12. It has been stated by the Forest Department of Andaman and Nicobar Administration in the Project Report for the development of Mixed Tropical Rain Forests of Andaman and Nicobar Islands through the agency of Andaman and Nicobar Islands Forests Development Corporation Limited (1974) that:—

> "Even by adopting a Conservative Conversion period of 75 years, the annual cut should be about 8,000 hectares. According to enumeration figures available, the yield of commercial timber of species which have already established themselves in the market from this annual area should be not less than 3.65 lakh cubic metres of round wood. This quantity does not take into consideration the quantum of timber of species which have still not established themselves in trade. If, however, the entire stock of wood is taken into consideration, the quantity available annually will be about 12 lakh cubic metres. Against this, present exploitation is between 90,000 to 98,000 cubic metres annually. Thus more than 2.5 lakh cubic metres of timber potentially available annually is not harvested at all."

4.13. The following excerpt from Draft Working Plan for the forests of Andaman Islands reveals an estimate of arrears of under-

utilisation which has resulted in considerable wastage of timber on account of large quantity of timber being wasted in the natural process of death and decay:—

> "The present condition of the crop is that everywhere there is a large stock of overmatre and dying and decaying trees and very few seedings or saplings.....It is estimated that because of the failure to work these forests to their full capacity, the annual loss due to such death and decay is rather heavy about 1,00,000 tons of timber..... These forests have thus become a wasting asset."

4.14. The loss in terms of value resulting from non-utilisation of forest resources has been estimated in the Project Report prepared by the Andaman Administration as follows:—

> "In terms of value, even reckoning more stumpage, about Rs. 1,25,00,000 is lost to Government revenue due to under-exploitation as explained above. If we take into consideration gross revene to the Government on the basis of market value, it works out to about Rs. 6,25,00,000. Thus, a legitimate revenue to Government is blocked year after year due to under-exploitation of the forests of the Islands. Apart from the direct benefit of revenue, development of the forest, development of forest based industries and augmentation of employment potential also are blocked due to the above reason. Optimum utilisation of timber in the Islands will also help the country to enter the world market in timber."

4.15. It has been stated in the Techno-Economic Survey of the Andamans of the National Council of Applied Economic Research that out of over 300 tree species found in these forests, only about 26 are marketable on the average. These species comprise not more than 20 to 30 per cent of the natural stem and even of that small proportion of stems of exploitable sizes would be further limited. Also over-sized, and over-mature trees are left unfelled. On the other hand, both natural and artificial regeneration methods, as developed in the Islands in practice, call for the clear-felling of the areas to be regenerated. As a result, considerable unusable but expensive fellings and woodwaste become unavoidable. Admittedly, so long as the markets are not developed for these fellings, it would serve no purpose to extract them. But modern technological advances are leading to fuller utilisation of mixed miscellaneous hard-

woods, such as, in the manufacture of particle boards. These should be profitably made use of.

4.16. Asked to state the factual position in this regard, the Inspector General of Forests stated during evidence that:

> "In all these tropical forests there is always a multiplicity of species and the forests occur in many tiers, in many strata. It usually happens that only the topmost two or three strata contain good species. From 20 to 40 per cent of the volume is usually utilized. Volume utilisation should not be considered optimum. On the mainland we can utilise upto 80 per cent volume. The difficulty is that in addition to timber the other uses to which the timber can be put especially of those species which are not being utilised as timber are for making clip boards, etc. The facilities are not available. Studies have not yet been carried out; markets have not been studied. There is no demand on the mainland. But these kinds of secondary species and inferior woods are not left in the forest now-a-days. In the Islands, it is not possible to consume all these species in the form of fuel, because few settlements are there. Most of that has to be left in the forest. In that case, it forms a natural hazard; it may cause fire in the dry season from November onwards. It has to be disposed of. It is a normal practice in the mainland also that you do not leave any dry wood in the forest. You have to burn it if it cannot be used otherwise. The only way that has been found practicable so far has been to burn it.
>
> I may respectfully submit that although this burning does look like a waste of valuable timber, but it is not a total waste. It is not a waste inasmuch as the minerals which are there in the ashes go as fertilizers for the succeeding crop which is generated in the area, whether artificially or naturally. This fertilization is all the more necessary in tropical areas like Andamans. We do get positive benefit by burning the species for the succeeding crops."

The Inspector General of Forests added:

> "The management of the Andamans and Nicobar Islands forest wealth is engaging our attention very seriously and that is why the idea of a Corporation with a very substantial equity share has been floated and is being examined, and

that is why all the working plans have been brought up-to-date. Many things like mechanisation of operation, construction of roads, etc. are included in the plan. The idea is that whatever forest wealth we possess should not be allowed to be used in an injudicious manner but the best possible use should be made of it."

4.17. The Inspector General of Forests informed the Committee that a number of teams had visited the Islands. A pre-investment survey team was going next year to do quite a lot of intensive survey. Ten per cent survey of the existing forest area in some of the more accessible portions had already been carried out so that a rough idea of the commercial potential of these forests had been obtained. He stated that an integrated plan for sample survey had been drawn up and under this plan it was hoped to cover the whole of the accessible forest area in a period of two to three years.

4.18. The Committee wanted to know the progress made in the setting up of the Forest Development Corporation. It has been stated in a note furnished to the Committee in December, 1974 that:

"Steps have been taken to form the Andaman and Nicobar Forest Development Corporation for extraction of timber, by establishing factories and for raising Plantations in remote and inaccessible forests areas of these islands. In the Fifth Five Year Plan, Rs. 400 lakhs have been provided towards equity share for the Corporation. A special Chief Conservator of Forests with a skeleton staff has been appointed to expedite formation of the Corporation. The Project Report for the Corporation has been prepared and the same was sent to the World Bank and Agricultural Refinance Corporation for financing the Project. A World Bank team of 3 officers visited part of the Project area from 7th November, 1974 to 12th November, 1974 and their report is awaited. The main function of the Corporation is development of mixed Hardwood Forests of Andaman and Nicobar Islands by obtaining institutional finance."

4.19. The Committee have been informed that the proposed Corporation would extract timber, process such extracted timber by establishing Saw Mills and plywood factories and would raise plantations in these extracted areas. During the project period of 5 years, it is proposed to harvest commercial timber from 18,122 he-

tares, raise plantations of commercially valuable species like teak, padauk etc. in 9457 hectares and establish 3 wood based complexes, one each in North Andaman, Little Andaman and Great Nicobar Islands. The total outlay for the project is Rs. 2615 lakhs and the gross revenue estimated is Rs. 2928 lakhs, thus yielding a return of 14 per cent. It has been stated that with the formation of the Corporation, full exploitation of the Forest Wealth would become feasible.

Crash Programme

4.20. Asked to state the action taken in implementation of the recommendation of the Committee in regard to the crash programme for the fullest exploitation of forest wealth so as to ensure maximum possible yield from the rich forest resources of the Islands, it has been stated by Government that the project Report prepared for the development of the forests of the Islands has taken into account the potential yield available from the forests of the Islands and rational utilisation of the same. With the implementation of this project, it is possible to obtain optimum possible yield.

4.21. The Committee are constrained to observe that even after a lapse of five years since the presentation of their 128th Report in May, 1970, no significant improvement has been made towards fuller utilisation of the vast forest resources available in the Andaman and Nicobar Islands. Though the forests in these Islands are being worked for the last 85 years, major portion still remains virgin and Government's efforts still stand around exploratory studies. The level of exploitation still remains to the tune of less than 1 lakh cubic metres of forest wealth as against the total capability of 3.65 lakh cubic metres per annum. This quantity does not, however, take into acount the quantum of timber from species which have still not established themselves in the trade. If the entire stock of wood is taken into account, the quantity available annually for exploitation is estimated to be about 12 lakh cubic metres. Thus the present exploitation which is between 90,000 and 98,000 cubic metres annually, works out to about 8 per cent only. Even taking into account availability of exploitable timber which has an established market, It is regrettable that more than 2.5 lakh cubic metres timber per year is not harvested at all. The loss is more striking in terms of value. It has been estimated that a sum of Rs. 1.85 crores is lost to Government revenue due to under-exploitation. On the basis of market value it works out to about Rs. 6.25 crores. The Committee need hardly emphasise that the optimum utilisation of forest wealth

available in the Islands, apart from increasing the revenue of Government would greatly help in the development of forest based industries augment employment potential, and enable the country to enter the world market in timber. The Committee would, therefore, reiterate that Government should undertake a crash programme for the economic and scientific exploitation of forest wealth so as to ensure maximum possible yield from the rich forest resources of the Islands. The Committee would however urge that all due precautions should be taken that the programmes do not lead to denudation of forest wealth resulting in ecological imbalance.

4.22. The Committee do not fully share the views put forward by the Inspector General of Forests during evidence that a positive benefit was accruing through burning of the species, not presently being utilised. They would rather hold the view that much of burning of this type was being resorted to on account of non-utilisation. The Committee, however, note the assurance given during evidence that management of the forest wealth in the Island is presently engaging serious attention of Government. For this reason a Corporation with an equity share of Rs. 400 lakhs is proposed to be set up to extract timber, process the extracted timber by setting up saw mills and plywood factories etc., and raise plantations in the extracted areas. The Committee desire that the proposal for setting up of a Corporation or any other suitable organisation will be finalised without further delay and translated into action not only to obviate the loss of revenue being suffered by Government but also in the interes of improving the availability of wood for industrial use, creating employment opportunities and entering export possibilities. Above all it would help to accelerate the development of the hitherto neglected Islands of Andaman and Nicobar.

(ii) *Master Plan*

4.23. The Estimates Committee in paragraph 4.40 of their 43rd Report had recommended that as the Forest Wealth in the Mainland was being gradually depleted, it was of greatest importance that maximum efforts should be made to develop forests in the Islands for which there was great potential for development. The Committee therefore, desired that Government should prepare and implement a long term master plan for the development of forests in the Islands.

4..24. In reply to the above recommendation Government stated as follows in November, 1973.

> "The recommendation of the Committee is noted. Steps will be initiated to prepare a long-term master plan for development of forests of these Islands."

4.25. In reply to a question whether the master plan had been prepared, Government stated in a written note in March, 1974 as follows:

> "All forest areas have working Plans on the basis of field studies. At the present moment forestry administration's main tasks are salvaging the timber and its rational utilisation, that is being felled in the process of the depletion of the forest wealth for turning the land for rehabilitation of displaced persons, repatriates as well as plantation of commercial crops. The Ministry of Agriculture intends to undertake a Pre-investment Survey of Forest Resources in the Islands after the present workload of the Team in the North Eastern India is lightened."

4.26. During the tour of the Study Group to the Islands it was stated by the Andaman Administration that at present there were working plans for forest areas under the management of the Forest Department and these were revised from time to time and brought up to date. For the remaining remote and inaccessible areas, steps had been taken to form a Corporation for working these areas, and a project report for the Corporation had also been prepared. In view of the project report prepared for the Corporation and the existence of Working Plans for other areas under the Forest Department, Government held the view that no separate Master Plan need be prepared.

4.27. It has been recommended in the Techno-Economic Survey of Andaman & Nicobar Islands by the National Council of Applied Economic Research (1972) that:—

> "It should be possible now to work the forests in a comprehensive way and to develop ways and means for the economic disposal of the entire outturn. The present favourable climate of planned industrial expansion in the country should be taken advantage of and transport and other bottlenecks should be overcome and the forests must be exploited and developed according to a master

plan. A coordinated study of transport, marketability and economic disposal of the timber, in conjunction with costs of extraction, is an urgent necessity."

In this connection the Inspector General of forests stated during evidence that from 1963 onwards the recommendations which had been made and the working plans which were being made for South Andamans and Middle Andamans Forest Divisions were based on Techno-Economic Survey. The working in this regard in North Andaman Division was being taken up. The Forest Department was working in South and Middle Andamans. The area in the North Andamans had been leased out to a private company who had stopped working for a long time. The Project Report of the Forest Development Corporation which relates to forests in the Nicobar Group of Islands, in the Little Andamans, and in the North Andamans had also come into existence. This Corporation would go into the question of marketability and find out export potential and economic uses of timber etc. He stated that the World Bank Team and U.N.D.P. team had visited Little Andamans, Middle Andamans and South Andamans forest areas to prepare a pre-feasibility report regarding the export potential of the Forest resources of these Islands. These reports were still awaited. On receipt of these recommendations, efforts would be made to see how far the Corporation could participate in these activities and work along the lines of these recommendations.

4.29. On the question of formulating a Master Plan, the Inspector General of Forests stated during evidence as follows:—

"As regards the Master Plan, we usually work in terms of 10—15 years period working plan for forest management. The integrated forest management depends upon not only the marketability of species, but the changing pattern of the market, the changing price structure, the changing labour supply and so on. Therefore, even on the mainland for such valuable species such as teak which are grown on a long period basis, it is customary to devise the working plan for 10—15 years. The master plan is, of course, the statement of objectives to use the forest areas to the maximum benefit and advantage of the population, but within that broad objective, the management plan is to be restricted under this period. The management plans for the Little Andamans and South Andamans for ten years have been prepared. This has

been taken up in respect of North Andamans also. The Corporation which we are proposing to set up for the Little Andamans and the North Andamans have tentatively worked out their plan for a five-year period. This is because initially, this will be exploratory phase, later when they find out the marketability of their produce etc., and they work out the economics, they will be in a position to extrapolate that plan for a longer period."

4.30. The Committee regret to note that although Government originally accepted the recommendation made by the Committee in their 43rd Report (1972-73) that Government should prepare and implement a long term Master Plan for the development of forests in the Andaman & Nicobar Islands and stated that steps would be initiated to prepare a long term plan for development of forests of these Islands, the representative of the Ministry has now stated during evidence that no separate Master Plan was necessary as there were working plans for forest areas under the management of the Forest Department which were revised from time to time. The Committee would in this connection like to draw attention to the recommendation made in the Techno-Economic Survey of Andaman & Nicobar Islands by the National Council of Applied Economic Research (1972) wherein it has inter alia been urged that the present favourable climate of planned industrial expansion in the country should be taken advantage of and transport and other bottlenecks should be overcome and the forests should be exploited and developed according to a Master Plan. While recognising the necessity for working Plans as brought out in paragraph 4.38 and 4.39 of their 43rd Report, the Committee had in paragraph 4.40 of that Report emphasised the need for a long term Master Plan also for development of forests in the Islands. The Committee would again like to emphasise the necessity for preparation of a Master Plan which should spell out the strategy for an overall and long term development and exploitation of the forest resources of the Islands economically, efficiently and in the best interest of the Islands and the country.

(iii) *Export of Timber*

4.31. In paragraph 4.31 of their 43rd Report (1972-73), the Estimates Committee had noted that apart from the shortfall in export of timber to the Mainland, there is hardly any export thereof to the foreign markets. The Committee had urged that Government should examine the position with a view to assess to what extent

timber produced in Andaman forests could be exported to foreign countries so as to earn valuable foreign exchange.

4.32. It was stated by Government, in the reply furnished in November 1973, that the question of export of Andaman timber to foreign countries was being examined in detail. The Main considerations in this regard were identification of foreign markets and arrangement for shipping of timber. These problems were being studied in their entirety and the issues involved would then be taken up with appropriate authorities for exporting Andaman timber. As regards shipment, the necessity of declaring some of the harbours open to foreign ships was also under consideration.

4.33. Asked to give details of export potentialities of timber from the Islands to foreign countries and the time by which export of Andaman timber to foreign countries was likely to commence, it has been stated by Government in their reply furnished in March, 1974 that the export potentiality cannot be quantified at present but it is very large with two constraints, (1) organisation of exploitation machinery that the Administration Forest Department has not and (2) availability of shipping space for direct export from the Islands Trade enquiries from foreign buyers have started coming in. Subject to availability of ships, Government expected export to commence by the end of 1974.

4.34. The Committee have also informed during the tour of the Study Group to the Island in January, 1975 that the question of export of timber from the Islands was taken up by the Central Co-ordination Committee of Ministry of Home Affairs and the matter was under their consideration. In the last meeting of the Committee held in December, 1974, the observations of the Export Promotion Council regarding export of sawn timber to foreign countries were considered and it was decided to pursue the matter further to locate markets. The Ministry of Agriculture and Irrigation (Department of Agriculture) had also arranged for a UNDP feasibility study to cover all aspects of forest management and they were expected to submit their report by February, 1975. After these studies had been made, long term plans would be drawn up for export of timber including ornamental timber.

4.35. Asked how far the setting up of the proposed corporation would meet the organisational requirements for the export of timber and what steps had been taken to overcome the shortage of

shipping space for direct export from the Islands, the Inspector General of Forests stated during evidence:—

> "The setting up of the Forest Development Corporation will, I think, expedite the process of proper exploitation and marketing of the resources of the islands. Being a Corporation, it will not be bound by many restrictions which are normally imposed by Government departments. A project report for the formation of the corporation has already been prepared. As stated earlier, during this period of five years for which this project report has been prepared, it is expected that it will be able to establish itself and locate the market for its products, both internally as well as externally, and find out the economics of these operations. It is estimated in the corporation document that roughly 50 per cent of the exploitable material will be consumed in India and 50 per cent will be available for export. In India, the mainline of consumption will be in the plywood sector. The rate of growth of this industry is roughly seven per cent, and already in the northern part of the country, shortage of ply-wood is being felt acutely. So, this will go to supplement the plywood resources of the mainland. 50 per cent will be going to Calcutta and Madras. We have got depots in Calcutta and Madras. 50 per cent, we will export. But we do not know where we will export it and whether it will be possible to get shipping space in international cargo. All that has not yet been ascertained, because there were no agencies working on this problem in the Agricultural Ministry. I hope, it is expected that the Corporation will take suitable steps to identify the markets where it can be sold at a reasonable rate. The Corporation will have to find the means through which it can be transported to those markets."

4.36. Asked if the economics of shipping exports to the foreign countries had been worked out, the representative of the Ministry of Shipping and Transport stated:—

> "As far as this project of export is concerned, we, in the Shipping Ministry or the Shipping Corporation, are not yet aware of it and its details. As and when the scheme or the project is finalised, we shall try to find out adequate shipping services either directly or otherwise. We will work it out at a later stage once we come to know what

is the quantity of a cargo and where is it supposed to go. At this stage, it is rather premature for us to comment on the subject."

Export of Ornamental Timber

4.37. In paragraph 4.33 of their 43rd Report, the Committee had desired that the feasibility of exporting ornamental timber to foreign countries should also be examined at an early date.

4.38. In their reply furnished in November, 1973 Government stated that this matter would be looked into by the Committee being constituted to Study export possibilities. Asked to state the progress made in this regard, Government informed the Committee in March, 1974 that a Committee was being formed for the specific purpose. But in the meantime, at the request of the Ministry of Commerce, an Expert Committee has been formed to cover the whole question of export of forest products. This Committee will now look after this matter.

4.39 Asked to state the result of discussion going on with the State Trading Corporation, the Committee have been informed that the State Trading Corporation had not the expertise and they wanted the Department of Agriculture to locate the foreign markets. The Department of Agriculture were trying to locate but they had also given the S.T.C. the samples of timber that were available for export so that their foreign offices could be activised.

4.40. Asked to state the concrete steps taken towards locating foreign markets for export of timber from the Islands, the Inspector General of Forests stated the position during evidence thus:—

"So far as export of timber is concerned, actually it is rather a specialised field. I don't think it was really within the purview of the Agricultural Ministry to have been able to work out its economics, but, nevertheless, they made some preliminary enquiries. For example, they found out were the help of the High Commissioner in Singapore what were the ruling prices in that region and whether it was profitable to sell our timber in that market. Actually, Japan is the principal buyer of timber in the raw and semi-finished form. And the main suppliers are New Guinea, Malaysia, Indonesia and the Philippines. Because they have mechanized their operations on a very huge scale, they are able to sell their material at a nominal

price. And because our shipping distances are greater and working methods not much mechanized, also our working costs higher, it is not possible for us to compete with those countries. As such, it has been decided to set up an export promotion council. That council was actually requested to find out whether they can assist in the marketing of timber; and one of their subsidiaries, *viz.* the Chemical and Allied Products Export Promotion Council had said that there was good scope for export of plywood and other products. The matter rests at that stage. The Chief Commissioner has pointed out that an export promotion council has been formed; it is for the Deputy Inspector General of Forests to go further in the matter."

4.41. The Chief Commissioner of Andamans expressed the following views in this regard:—

"This question of export of timber has two or three aspects which have been gone into separately. The first aspect is one of security; and it was felt for a long time that perhaps foreign shipping should not be allowed to go into our waters to carry the timber. Some time ago, a list of harbours was prepared where we thought foreign shipping could go without any detriment to our security. That aspect has been tackled. Secondly, we started receiving individual queries from countries like Sri Lanka and Japan wanting to know whether we can supply them things like wood clips, exotic timber etc. Instead of dealing with these questions individually, we had thought that since export was not some thing which Administration alone could tackle, it was better to obtain guidance by having these things looked into and by formulating a policy on export. It involves shipping, trade and commerce as well. That is why the question was put to the coordinating people here. This matter has been gone into from meeting to meeting. The point examined was about an agency to go into the question of locating export markets. To start with, this task was entrusted to the S.T.C. which had made some tentative efforts and came with the answer that they were really not equipped to give a reply in regard to trade potentialities. That is why the latest situation has arisen, *viz.* of setting up a committee to go into the question as to whether this potentiality exists."

4.42. The Committee are constrained to observe that no tangible progress has been made in regard to export of timber from the Islands. The whole matter is still at discussion stage at various levels. It is unfortunate that Government's earlier expectation that it would be possible to commence exports by the end of 1974 has not yet been realised. The Committee however, find that several preliminary obstacles in making a beginning in the matter have been overcome. The proposal to set up a Forest Development Corporation to exploit the forest resources is at an advanced stage of consideration. Further an Export Promotion Council has been formed which has been entrusted with the task of locating the markets for the export of timber and working out the economics thereof. The Committee desire that Government should locate without further delay the markets for timber and work out the economics thereof with particular reference to the area, cost of exploitation and transportation in consultation with all concerned. The Committee would like to be informed of the concrete proposals drawn up and implemented in that behalf and the foreign exchange earned.

B. Plantations

(i) *General*

4.43. The plantation crops present and potential, are coconut, arecanut and rubber. Coconut and arecanut occur naturally and have also been extended by planting to some extent. Rubber plantation has been introduced both by private and public agencies. There is much room for the expansion of all the three. Tea has been tried and found unsuccessful because of the low elevations in this location. Small scale trials are in progress with coffee cultivation and the initial results are said to be promising. Cashewnut has been planted on a small scale and the plants are growing well. Other possible cash crops like pepper, cardamom, cloves, nutmeg and other spices have yet to prove their commercial viability though small experiments now in hand show some promise. All these plantation crops are perennial. It takes five to eight years between the planting of their seedlings and their growing into trees or shrubs, and beginning to yield. The duration of good yields of fruits or other produce is variable, but generally not less than twenty years.

(ii) *Coconut*

4.44. Coconut is grown both in the Andaman and Nicobar Islands. In Andaman, 16,000 hectares are estimated to be under coconut cultivation with an output of 4.5 m. tons. No firm data are available on the area under coconut in Nicobar. Coconuts are the main item of

diet for the tribals in Nicobar where coconuts grow naturally. It is their only marketed commodity in exchange for which they get their basic requirements.

4.45. The targets laid down for coconut plantation during the Fourth Plan and achievements made during the period are as under:—

Year	*Target*	*Achievement (Hectares)*
1969-70	100	61
1970-71	130	135·52
1971-72	130	140
1972-73	130	200·97
1973-74	130	207·23
Total :—	620	744·72

4.46. The target for the Fifth Plan is to cover 1,000 hectares of land under coconut plantation during the period.

4.47. It has been recommended in the N.C.A.E.R. Survey of the Islands that "Atleast 10,000 hectares should be brought under coconut plantation in the course of the next ten years in Nicobar Islands. In addition, at least 1,000 hectares should be brought under coconut in the Andaman Islands. For a programme of this magnitude, the demand for seedlings will increase rapidly. It has, therefore, been pointed out that there is an immediate need for setting up a large number of nursery farms to meet this demand.

4.48. Asked what action had so far been taken in implementation of the above recommendations. The department of Agriculture have stated as follows:—

"This relates to settlement of ex-servicemen in Great Nicobar. During the Fourth Plan only 100 ex-servicemen settlers were allowed 10 acres of paddy land and 1-acre of homestead land each. The homestead land is being brought under different plantations including coconut. Subsequently, pattern of allotment of land has been changed to 5-acres of paddy land, 5 acres plantation land and 1-acre

homestead land. Under this scheme 138 families of ex-servicemen have been inducted. Therefore, only 690 acres will come under plantation besides the homestead land. These plantations will cover coconut, arecanut, fruits, spices etc. The area will also be increased with induction of more ex-servicemen families."

4.49. It has been stated that the large scale plantation is only possible with the establishment of plantation corporation.

4.50. The Committee have been informed that seedlings were being raised in different islands including Great Nicobar where 10,000 coconut seedlings are being raised.

4.51. As regards 1,000 hectares to be brought under coconut in Andaman Group of Islands, the Fourth Plan has already brought 744.72 hectares under coconut and the Fifth Plan target is to cover 1,000 hectares.

4.52. The Committee note that about 16,000 hectares are estimated to be under coconut cultivation in the Andamans and that during the Fourth Plan, coconut plantation was extended to 745 hectares as against the target of 620 hectares during that period.

The Committee, however, note that in their Techno-Economic Survey of the Islands (1972) the National Council of Applied Economic Research had recommended 10,000 hectares to be brought under coconut plantation in Nicobar Islands and 1000 hectares in Andaman Islands during the next ten years. The Committee, however, note that according to Government large scale plantation in the Islands would be possible only with the establishment of a Plantation Corporation. The Committee desire that urgent and effective measures should be taken to accelerate the plantation programme to cover the area of 10,000 hectares in Nicobar Islands and 1000 hectares in the Andaman Islands as recommended by the N.C.A.E.R. The Committee would like to be informed of the detailed plan drawn up for encouraging Coconut plantations during the next five years. The Committee would stress that no effort should be spared to introduce the best suited Coconuts of highest yield in the new plantations so as to improve the economic condition of the inhabitants/settlers. The Committee would like the Indian Council of Agricultural Research to take special interest in this challenging task and so arrange research and extension work. as to maximise the benefit to the inhabitants and settlers of these Islands.

(iii) *Arecanut*

4.53. Arecanut is found to be growing naturally in the Nicobar Islands. At present it is estimated that about 650 hectares in the Nicobar Islands and 220 hectares in the Andaman group are under arecanut plantation. Out of the arecanut produced, 500 tons are exported to the mainland (380 tons from Nicobar and 120 tons from Andaman). It has been stated in the Techno-Economic Survey of the N.C.A.E.R. that the scope for expansion is considerable. It is a highly labour intensive crop. At present the country's demands are more than the domestic production and imports are being made from other countries. Arecanut does not require as much care as coconut. There is also not so much need of plant protection measures as in coconut.

4.54. The targets laid down for arecanut plantation during the Fourth Plan and achievement made during the period are as follows:—

	Target	*Achievements* (In hectare)
1969-70 . . .	50	35
1970-71 . .	130	86·90
1971-72	65	58
1972-73	50	49·94
1973-74	10	20·00
Total	305	249·84

4.55. The Committee have been informed that from the year 1971-72 onwards, the target to extend the area under arecanut has been reduced as a result of the following recommendation of the Study Team on coconut, arecanut and spices who visited the Islands during March, 1971:—

> "In planning for any large scale development of this crop, it is necessary to bear in mind the policy recommendation of the Indian Arecanut Development Council that extensions of area under arecanut need not be encouraged and that the emphasis should be more on intensive cultivation." ..

4.56. Target for the Fifth Plan is to cover 250 hectares under arecanut plantation.

4.57. The Committee note that against the target of 305 hectares of land for arecanut plantation during the Fourth Plan, the achievement was about 250 hectares only. They also note that the present policy of Government is not to encourage extension of area under arecanut but instead to lay more emphasis on intensive cultivation. The Committee however, hope that the target of plantation of 250 hectares under arecanut plantation laid down for the Fifth Plan will be achieved and that concerted action would be taken by Government to see that the inhabitants and settlers take to more intensive cultivation of arecanut so as to achieve higher yields.

(iv) *Rubber*

4.58. The soil conditions particularly in the Nicobar Group are suitable for rubber cultivation. The rubber Board in 1959 assessed that about 4,000 hectares in Katchal, 1200 hectares in Rutland and 2,400 hectares in Great Nicobar could be brought under rubber cultivation. At present, the country depends on imports of synthetic rubber for its rubber needs.

4.59. As stated in the Techno-Economic Survey of the Islands (1972), at present there are a few old plantations with a total area of about 150 hectares. The Rubber Research-cum-Development Station in South Andaman had come up in a big way with about 240 hectares under cultivation. With the decision to establish a farm of about 2,400 hectares at Katchal at a cost of Rs. 45 million, rubber plantation assumes great importance in these Islands. Asked to state the potentialities of development of Rubber Plantation on the Islands and whether any long term/short term plans had been formulated for rubber plantations in the Islands, the representative of the Ministry of Supply and Rehabilitation stated during evidence that:—

> "Rubber Plantations were taken up under the auspices of the Department of Rehabilitation in accordance with the recommendations of an Inter-Departmental Team which visited these Islands in 1965. This was a very quick survey which was completed in a matter of a fortnight. A rough indication was given of the possibility of plantations in the Islands and according to them, they thought about 30,000 acres spread over to various Islands could

be taken up. The plantation was taken up in Katchal Island and about 250 acres had been planted. The scheme was for planting 5,000 acres. This Project was taken up with a view to re-settle the Lanka repatriates. But unfortunately, there was an unwillingness on the part of these repatriates to take up employment in Rubber Plantations. So, the matter has now been reviewed. So far as the Department of Rehabilitation is concerned, it has been frozen at this level. It was then taken over by the Department of Agriculture. They would review—the position and see what further steps would be taken in the matter. A Corporation has also been set up. I think it may begin functioning in the beginning of the next financial year."

4.60. The Chief Commissioner of Andamans informed the Committee during evidence that the Forest Department had already prepared a project Report for 7,400 hectares (18,500 acres over a period of 13 years) which was under consideration of Government. This would form part of the plan for the proposed Corporation.

4.61. Asked to state the potentialities and prospects of rubber plantation in the Islands, the representative of the Ministry of Commerce stated during evidence that the research had revealed that there was plenty of potentiality of rubber, though the international price was not as encouraging as it used to be one year ago. But the international requirements of rubber products like tyres and tubes were certainly growing. In his opinion it would be a good national asset.

4.62. Stating the progress in this regard he informed the Committee that during the Fourth Plan an area of 1255 acres had been developed. A research station had also been set up. The research station had revealed that there was plenty of potentiality of rubber production. The total outlay in the Fourth Plan was Rs. 89 lakhs. During the Fifth Plan it was proposed to develop 5,000 acres for rubber with an outlay of Rs. 45.7 crores. This was submitted to the Planning Commission but due to resources constraints, 2500 acres might be taken under rubber plantation and 2500 acres under oil plantation. The total potential for rubber in the Islands is stated to be 18,500 acres.

4.63. The Committee are distressed to note that even though there is great scope for rubber plantation in the Andaman and Nicobar

Islands, very little progress has been made in this direction so far. During the Fourth Plan period, an area of 1255 acres only has been developed for rubber plantation and there is a proposal to develop another 2500 acres during the Fifth Plan.

The Committee note that there have been certain problems in this regard due to unwillingness on the part of the Sri Lanka repatriates at Katchal to take up employment in rubber plantations and this has resulted in retarding the progress in the development of rubber plantations. The Committee see no reason why these problems cannot be overcome and considerable progress cannot be achieved in development of rubber plantations in the Andaman and Nicobar Islands considering the headway made in this sphere by Malaysia and Sri Lanka which are situated almost at the same latitude.

The Committee would like to be informed of the concrete measures taken to achieve the target of developing rubber plantation over an additional area of 2500 acres. *z*

(v) *Red Oil Palm*

4.64. It was observed in the 43rd Report of the Estimates Committee (1972-73) that India is at present deficit in vegetable oils and that the gap was likely to grow in the coming years. India is at present importing red oil palm worth Rs. 3 to 4 crores annually. Studies carried out had shown that the Andaman and Nicobar Islands offered a very good scope for raising large scale plantations of Red Oil Palm. The feasibility of raising Red Oil Palm had been examined in detail by the Directorate of Oilseeds Development and Central Team of Experts on Development of Agriculture. The Red Oil Palm Project proposed by the department envisaged raising of plantation over 2400 hectares in the Little Andamans. The scheme had already been cleared by the Government of India and was being examined by the Economic Finance Committee. Foreign exchange to the extent of Rs. 1.10 lakhs had also been released for procurment of seeds from abroad and efforts were being made to procure seeds from Nigeria. The scheme involved a total financial outlay of Rs. 291.09 lakhs.

4.65. During their tour to the Andamans, the Study Group of the Estimates Committee were informed in January, 1975 that the Project Report had been prepared and submitted to the Ministry of Agriculture for sanction. The Project Report was yet to be sanctioned. About 52,500 Red Oil Palm seeds had been procured

from Nigeria in 1973-74 and a nursery had been raised. In June, 1975 Red Oil Palm plantations were to be raised in about 100 hectares. In reply to a question regarding the progress achieved in this direction, it was stated that an experimental plantation of Red Oil Palm in about 1|2 acre was raised by the Forest Department in Baratang Islands and the Rehabilitation Department raised Red Oil Palm Plantation in 20 acres in Katchal Island during the Fourth Plan period. Under the existing orders during the Fifth Plan period only 100 hectares were to be planted in the first instance, and more areas would be brought under Red Oil Palm, if the project was sanctioned.

4.66. Asked to state the reasons against 2400 hectares project regarding Red Oil Palm submitted to the Ministry, only 100 hectares were to be planted during the Fifth Plan, the Department of Agriculture have in a written note stated the position as under.

4.67. Regarding the progress made in the finalisation of the scheme on Oil Palm Development in Andaman and Nicobar Islands which is ultimately to form an integral part of the Plantation Corporation, it has been stated that this has remained under consideration in the Ministry of Finance for quite some time past. The proposal came up for consideration by the Public Investment Board at its meeting held on 6th March, 1975 which was attended by the Agriculture Commissioner from the Ministry of Agriculture. It is learnt that at this meeting there was general agreement on the implementation of this Project but the Planning Commission wanted some time to study the revised feasibility Report. The proposal would now come up for final consideration at the next meeting of the Board which was likely to be held in April, 1975.

4.68. The Project for the development of Oil Palm in Andaman and Nicobar Islands envisages a coverage of 2,400 hectares in a phased manner over a period of five years as detailed below:—

I	Year	100	hectares
II	Year	200	,,
III	Year	600	,,
IV	Year	700	,,
V	Year	800	,,
		2400	hectares

4.69. It has been further stated that a nursery has already been raised for the first year's planting by importing seeds from Nigeria. For the nursery for the second year's planting, a foreign exchange of Rs. 1,10,000 has been released for the import of the seeds from Nigeria. Therefore, even pending the formal sanction of the Project by the Public Investment Board, action is being taken for raising the plantation according to the phased programme.

4.70. The Oil Palm plantation in Andaman and Nicobar Islands has just started but its technical feasibility has been certified by the A.I.D.C. Consultative Mission which visited India some time ago and which had stated that areas falling within 15 degree North and 15 degree South of Equator are generally suitable for oil palm plantations.

4.71. In this connection the following observation made by the Multi-disciplinary Team on Andaman & Nicobar Islands in their report (1975), is relevant.

> "Currently, deforestation is going on in Andaman and Nicobar Islands for the purpose of rehabilitation, rubber plantation, red oil palm plantation and also for raising teak plantations. It is felt that whereas some of the areas are suitable, some are not. For instance, the site for the red oil palm plantation and village No. 1 in Little Andaman and certain areas of the villages established along the North-South Road in Campbell Bay do not appear to have been selected after considering all aspects. Though, based on the soil depth, the areas are suitable for agriculture, there are certain risks involved due to apprehension of increased salinity, water logging and sand-blast owing to close proximity of the sea."

4.72. Asked if mechanisation of the process of oil extraction has been examined, the Department have stated that the oil palm starts yielding from the fourth year only. Therefore, at present there is no problem of oil extraction, but in the Project report, provision has been made for the setting up of a factory for the extraction of oil.

4.73. As observed by the Committee in their 43rd Report presented to Lok Sabha in April, 1973, India is at present deficit in vegetable oils and is importing red oil palm worth Rs. 3 to 4 crores. The Committee are happy to note in this connection that Andaman and Nicobar Islands offer good scope for raising large scale plantations of red oil palm. Studies have been carried out in this regard and a plan-

tation project has been initiated at Katchal envisaging plantation of over 2400 hectares.

The Committee, however, note that the project report which was prepared and submitted to the Ministry of Agriculture has not yet been sanctioned and is stated to be pending with the Ministry of Finance. They further note that as against the target of planting red oil palm in an area of 2400 hectares, proposed to be covered in a five-year period, experimental plantation has been raised so far in about ½ acre by the Forest Department in Baratang and 20 acres in Katchal by the Rehabilitation Department. During the Fifth Plan also, only 100 hectares are targeted to be covered as teh scheme had not been sanctioned.

The Committee urge that early decision on the scheme should be taken. In this connection the Committee would also like to invite the attention of Government to the observations of the Multi-disciplinary Team on Andaman and Nicobar Islands that "the site for the red oil palm plantation and village No. 1. in Little Andaman and certain areas of the villages established along the North-South Road in Campbell Bay do not appear to have been selected after considering all aspects". The Committee desire that this aspect of the matter should be examined in depth while finalising the scheme for red oil palm plantation in the Andamans and selecting the sites for such plantations. The Committee would like to stress the need for systematic review of the scheme and development of research and extension services so as to make sure that it is proceeding on the right lines and would prove beneficial to the interests of inhabitants and settlers.

4.74. The Committee need hardly stress the importance of evolving palm varieties which are best suited to the soil and conditions of the Andaman & Nicobar Islands and which give the maximum oil yield.

4.75. The Committee have no doubt that Government would ensure that the plant for extraction of red palm oil is installed in time as an integrated part of the project so as to derive maximum benefit from palm plantations as also reduce the problem of transport of the palm kernel.

(vi) *Marketing*

4.76. The Estimates Committee in paragraphs 6.40 of their 128th Report presented in May, 1970, had noted with concern that although

coconut and Arecanut were the mainstay of these Islands, yet there was no open market for these commodities. The Committee had recommended that the representatives of the tribal people should be encouraged to visit the mainland to find better market and thereby procure better price for their goods. The Committee had recommended that Government should draw up a phased programme to achieve the desired goal at an early date as it affected the economic growth of the tribals.

4.77. It was stated by Government in their reply furnished to the Committee in December, 1970 that the Agricultural Marketing Adviser had been asked to visit the Islands and look into the question. He proposed to make the visit in January, 1971. Subsequently, the Committee were informed that the Agricultural Marketing Adviser to the Government of India visited these Islands in the year 1971 and suggested establishment of a marketing orientation on a cooperative basis. The matter was still under consideration of the Government of India. Of late, the Chairman, National Agricultural Cooperative Marketing Federation, New Delhi visited these Islands and assessed the potential. It was expected that the National Agricultural Cooperative Marketing Federation would export the surplus stock to the mainland to give better price to the cultivators in the Islands. In the absence of regulated markets in Andaman and Nicobar Islands the local produce was sold at different rates in different islands. A marketing organisation with a marketing officer with adequate staff was expected to be established soon.

4.78. The Committee wanted to know the existing marketing facilities in the Islands for agricultural and plantation products and whether the same were working satisfactorily. The representative of the Ministry of Agriculture stated during evidence that:—

> "There are daily markets in the Andaman Group of Islands. Cultivators generally sell their produce through these markets. In the absence of a definite market and good entrepreneurs in these Islands, it has been the endeavour of the Marketing Wing to act as a liaison to fetch better price for the cultivators. The marketable surplus in the agriculture sector which is very meagre, is dealt with in these Islands and in the Plantation Sector, surplus produce is disposed of by getting good buyers either locally or in the mainland. In the initial stage, without any staff, the Marketing Wing has to find market to build up infrastructure."

4.79. The representative added that the cooperatives programme needed to be strengthened and unless that programme was strengthened, the interests of the consumers and producers would remain in jeopardy. This has to be taken over by some stronger element in society. He further stated:—

> "It is very heartening that this awareness between Andaman and Nicobar Islands is gaining strength. These programmes have been augmented."

4.80. During their tour to the Islands in January, 1975, the Study Group of the Estimates Committee found that the trading rights in the Southern parts of the Islands were governed by the Andaman and Nicobar Islands (Protection of Aboriginal Tribes) Regulations, 1956 and the rules framed thereunder, and non-tribals could not purchase land or start trading there. At present one company M/s Akooji Jadwet were controlling these activities. The tribals had no alternative but to sell their products to them and purchase their provisions from them. Even the Administration was not able to enter into these activities. The Company had taken an injunction from the High Court which was pending since 1967.

4.81. In this connection, the Chief Commissioner stated the position thus:—

> "There are three points in this question. Firstly, we have certain tribal areas in the south, where there is an injunction of the High Court, because of which we are unable to set up any trading organisations for the moment. In fact, we had sought permission to set up such an innocuous trade organisation as a bank in Car Nicobar; and we were advised that on grounds of legality, it would be appropriate to wait for the decision of the High Court before we do it. Secondly, in non-tribal areas in the southern Islands the Chief Commissioner has the power to declare areas as tribal or non-tribal such as the Campbell Bay which you had visited (which is a non-tribal area). Private trade is possible there, because the High Court's injunction does not apply there. Thirdly, we have set up Government shops. We have done in Car Nicobar and another in Campbell Bay for selling essential commodities. I agree that this monopoly has to be dealt with suitably; and I am sure that the Government and the Administration will do something about it as soon as this injunction is lifted."

4.82. The Chief Commissioner stated that the tribal people had constituted village cooperatives. From the village cooperatives they sell their produce to the Central Cooperative. When pointed out that all these cooperatives were being dominated by the agents of one Company, the Chief Commissioner stated that the cooperatives in the Car Nicobar were in law owned by the Tribal people.

It was a different matter, however, that the type of people they employed were those who were connected with the monopoly interests.

4.83. The Chief Commissioner informed the Committee during evidence that the matter had been taken up at the highest level and the Government was trying to find ways and means for a solution. One of the methods was to pursue this case in the High Court, and the Law Ministry had been instructed accordingly.

4.84. The Committee had in May, 1970, observed in their 128th Report that although coconut and arecanut were the main stay of the economy of the Islands, yet there was no open market for these commodities. The Committee had recommended that Government should draw up a phased programme to achieve the desired goal at an early date as it affected the economic growth of the tribals. Though more than five-years have elapsed since the recommendation was made by the Committee, they are constrained to observe that no tangible progress has been made by Government in this direction so far.

The Committee note that there are daily markets in the Andaman Group of Islands and cultivators generally sell their produce through these markets. In the absence of a definite market and experienced local entrepreneurs in these Islands, the Marketing Wing of the Andaman Administration has to act as a liaison to fetch better price for the cultivators.

The Committee feel that there is a responsibility devolving on the administration to encourage genuine cooperative movement amongst the local inhabitants and settlers so that they are able to organise themselves at the grass root level to fetch best prices for the local produce and to purchase essential commodities including controlled cloth at most competitive rates.

4.85. The Committee note that the trading rights in the southern parts of the Islands are governed by the Andaman and Nicobar Islands (Protection of Aboriginal Tribes) Regulation 1956 and the Rules

framed thereunder, and the non-tribals cannot purchase land or start trading there. At present, one company, M/s Akooji Jadwet, is controlling these activities. Consequently, the tribals have no alternative but to sell their products to them and purchase their provisions from them. The Committee also note that the company had taken an injunction from the Calcutta High Court which was pending since 1967. The result is that the Andaman Administration is unable to set up any trading organisations there. The Committee desire that while taking advantage of the present emergency in the country, this matter should be taken up at the highest level so that the problem could be resolved once and for all and the monopoly of the private company done away with, to enable the tribals to sell their products in the open market which could fetch them better return for their products. The Committee need hardly stress that it would go a long way in enabling the tribals to stand on their own feet and free them from exploitation if suitable marketing facilities are provided to them whereby they can sell their produce and purchase essential commodities like kerosene, standard cloth and other essential commodities at fair prices.

CHAPTER V

SMALL SCALE INDUSTRIES

5.1. In paragraphs 5.12 and 5.13 of their 43rd Reported presented to Lok Sabha in April, 1973, the Estimates Committee had made the following recommendations:—

> "The Committee are distressed to note that over a period of 12 years since 1964, the cottage/small scale industries on the Islands have not progressed. Consistent with the policy of Government to encourage small scale industries in the country, the Committee would strongly recommend that effective steps should be taken to encourage the cottage and small scale industries in the Andaman and Nicobar Islands. The Committee would also urge that the question of grant of higher subsidy to the small scale industries in the Andamans may be considered and the matter regarding setting up of a Small Industries Service Institute finalised without delay.
>
> The Committee cannot stress too strongly that arrangements should be made for making available water, power, raw materials and communications on the Islands at cheap rates as these are the basic infrastructure for the development of industries."

5.2. In their reply furnished in November, 1973, Government stated:—

> "Steps have been taken to encourage Cottage and small scale industries in Andaman and Nicobar Islands. Improved tools and machines are being supplied to local artisans/ industrial units on 50 per cent subsidy. Loans under State Aid to Industries Rules are being granted to small scale industrialists at concessional rate of interest Managerial subsidy is also being given to eligible industrial cooperatives. Cases of eligible existing industries for 10 per cent central grant|subsidy are being considered by a Committee appointed for the purpose. Under the same scheme eligible new industries will be given grant/subsidy @ 15

per cent as recently announced by the Government. The matter regarding setting up of a Small Industries Service Institute is being taken up with the Development Commissioner, Small Scale Industries. With the establishment of a Rural Industries Project sanctioned by the Government in the second series for the Fifth Five Year Plan, the situation is likely to improve.

Adequate water can be made available to industries in South Andaman with the commissioning of the Dhanikhari Water Supply Project. Power can also be made available in South Andaman when additional 3 MW Diesel Generating sets will be installed during the Fifth Five Year Plan period. Quotas of imported raw material like stainless steel sheets, Aluminium ingots, Paraffin wax and Mutton Tallow are being arranged for the Small Scale Industries Units by the Administration, from mainland, through Government channels. The locally available raw materials like timber, cane and bamboo are being supplied to the Small Scale Industries by the Forest Department. Inter-Islands communications facilities are likely to be improved considerably during the Fifth Five Year Plan period when more ferry vessels are proposed to be procured. The steps being taken as mentioned above, will create the necessary basic infrastructure for the development of industries in the Andaman and Nicobar Islands. The question of making available water, power, raw materials and communication at cheaper rates is under constant consideration."

5.3. The inter-Departmental team on Accelerated Development Programme, 1965 had recommended the setting up of the following industries in the Islands:

(1) Ply-wood

(2) Particle Board

(3) Fibre Board

(4) Match

(5) Saw milling and packing

(6) Pencil Slate

(7) Manufacture of roofing shingles.

5.4 The team was of the opinion that on the basis of the additional exploitation of forest lands, timber supply would increase. They had recommended that the three existing plywood factories should be encouraged to set up a particle board plant in their expansion programme with an economic size of 20 tons capacity per day. They had recommended a fibre board industry with an economic size of 20 tons capacity per day, a fibre board industry with a capacity of 5,000 tons per annum in Betapur—Rangat area in the Middle Andaman. The programme also envisaged a factory to produce 150,000 gross boxes of matches per annum, by a semi-mechanised unit. This unit would use surplus match wood resources available in the Islands. The programme also envisaged a pencil slat industry for 5 lakh gross pencil slats per annum. The team had recommended the setting up of a roofing shingles unit using secondary species and importing shingles-making machinery. The team had also recommended the following non-forest based units:

1. A small fish dehydration plant. Dried fish would have a good market in Ceylon.
2. A fish canning plant eventually to develop an export market.
3. A shark liver oil plant catering mainly to local needs.
4. A small fish-meal plant linked with the by-product of the shark liver oil plant directed mainly to producing feed for poultry and cattle.
5. An ice plant catering to the needs of the fishery industry.
6. An oil extraction unit based on copra and other oil seeds.
7. Drying kilns for copra.

5.5. The total employment potential of all the industries recommended was about 5,000.

5.6. The National Council of Applied Economic Research in their techno-economic survey of the Islands in 1972 had also examined the scope of setting up various industries in the Islands. The survey had recommended that:

1. The existing match factory should be encouraged to expand. But if the effort fails, then another unit may be established in the Islands for the processing of match logs.

2. Two units may be set up in these Islands for processing about 5,000 tonnes of logs into packing case stocks.

3. Additional rice milling capacity may be set up as production increases.

4. Two oil mills may be set up for crushing copra.

5. The proposed Plantation Corporation should help in the utilisation of coconut fibre.

5.7. The Committee wanted to know the progress made in the expansion|setting up of the industries in the light of recommendations of the NCEAR survey. It has been stated that at present there is a match splint factory, two plywood factories, one veneer factory and one big and five small saw milling units in the Islands.

5.8. It has been stated in the Project Report for the Development of Mixed Tropical Forests of Andaman and Nicobar Islands (1974) that the wood based industries in these Islands are mainly confined to the Andaman Group of Islands. The wood-based industries consist of plywood, match and saw-mill industries. The Western India Match Co. Ltd., established a match splint factory in 1929 and Andamans Timber Industries Ltd., put up a plywood factory in 1960 which was followed by a veneering unit of the Albion Plywood Limited in 1963 and a plywood factory by Jay Shree Timber Products in 1965. The Forest Department runs two saw-mills, a big one at Chatham and a small one at Betapur. There are a few small private saw-mills also in these Islands. The installed capacity of these wood-based industries is as follows:

TABLE 5

Details of wood-based industries in the Islands

Name of the Industry	Year of establishment	Installed capacity in Cu.m. (Approx.)	Average annual consumption in Cu.m. (Approx.)
1	2	3	4
1. The Western India Match Co. Ltd. Port Blair	1929	10,000	8,000
2. Andamans Timber Indutsries Ltd., Bambooflat.	1959	13,400	12,000
3. Jayshree Timber Products, Bakultala . .	1964	16,800	10,000

1	2	3	4
4. The Albion Plywood Ltd., Long Island . .	1965	16,800	6,000
5. Forest Deptt. Sawmill, Chatham .	1883	35,000	32,000
6. Forest Deptt. Sawmill, Betapur . . .	1956	4,500	3,000
7. Andaman Harbour Works Sawmill, Little Andaman	1970	3,000	2,000
8. Andaman Wood Products Sawmill, Port Blair .	1952	3,000	2,000
9. Shri Dori Lal's Sawmill, Port Blair . .	1958	1,500	1,000
10. Shri Murari Lal's Sawmill, Port Blair . .	1971	1,500	800

5.9. It has been stated in the Project Report that there has been neither expansion of these factories nor induction of new wood-based industries recently in the private or public sector. It is mainly due to the uncertainty about the existing capacity to cater to the raw-material requirement of the industries.

5.10. The Committee have also been informed that one plywood factory has obtained a letter of intent for expanding its capacity. The other plywood factory, veneer factory and the match factory have applied for letters of intent for expanding their capacities. The Committee have been informed further that the Forest Department has prepared a project report to form a Forest Development Corporation which would establish three plywood factories and three saw-mills one each at North Andamans, Little Andamans and Great Nicobar.

5.11. As indicated above, industries already exist in South and Middle Andamans and the project for Forest Development Corporation envisages setting up of wood-based industries in the remaining major Islands—Little Andamans, North Andamans and Great Nicobar. This Corporation will have to develop in course of time transport and marketing infrastructure.

5.12. It has been stated in the Draft Fifth Plan of Andaman and Nicobar Islands that the Andaman and Nicobar Islands have a very few industrial units whether in large scale or in small scale sectors. In these islands, the agricultural sector contributes very little to the economy and the density of population is very low. The complete isolation of the territory and the small local population have hampered better and fuller utilisation of its resources. Very little of finance and entrepreneurship is available locally

and until recent years not much was done to attract entrepreneurs and capital from the mainland. Shortage of local labour, both skilled and unskilled, has also handicapped industrial progress. Only the development programmes of second and third plans have helped to create a better atmosphere and to attract some entrepreneurs from the mainland.

5.13. Reviewing the progress made during the Fourth Plan, it has been stated by the Andaman and Nicobar Islands Administration that as in the previous plan periods not much leap towards industrialisation could be made during the Fourth Plan period as the necessary infrastructure, such as transport and communication facilities, availability of water and power etc., is yet to be created and the industrial activity under Plan is limited to the distribution of improved tools on 50 per cent subsidy, grant of loans to industrialists under State Aid to Industries Rule, 1964 and providing financial assistance in the form of managerial subsidy to Industrial Cooperatives. Up to the end of 1972-73 improved tools worth Rs. 21,000 were distributed on 50 per cent subsidy and another sum of Rs. 15,000 was expected to be spent on this programme during 1973-74, making a total of Rs. 36,000 for the entire Fourth Plan. Loans amounting to Rs. 2.20 lakhs were given to individual industrialists and loans upto Rs. 1.5 lakhs were likely to be granted during the year 1973-74 making the total loans to Rs. 3.35 lakhs during the Fourth Plan period. It has been stated that no progress could be achieved in the matter of providing managerial subsidy to industrial cooperative societies as not more than 2 such societies were eligible for the same. However, during the year 1973-74 a sum of Rs. 3,000 was expected to be spent for the purpose. (An expenditure of Rs. 2.431 lakhs had already been incurred and an expenditure of Rs. 1.50 lakhs was expected to be incurred during the year 1973-74 making the total expenditure under Sector 'Industries' to Rs. 3.931 lakhs by the end of the Fourth Plan as against the outlay of Rs. 5.110 lakhs).

5.14. It has been stated in the Draft Fifth Plan of the A&N Administration that among the major hindrances in the way of spontaneous growth of industries in these Islands are:

(1) scattered nature of the Islands and inadequate transport facilities between the Islands and the mainland.

(2) Lack of organised population who are divided unevenly in various communal, linguistic and religious groups, not having much affinity of taste, culture, rites and

rituals, thereby leading to scattered and protracted demand for various Cottage Industries produces, lack of market, capital and entrepreneurs and shortage of institutional finances, lack of consultancy services and general backwardness of the territory.

5.15. In order to overcome the hindrances in developing the industries in these islands, a number of schemes have been formulated and included in the Fifth Plan entailing an outlay of Rs. 31 lakhs.

5.16. The Administration hopes that on completion of the various schemes included under the various sectors of the Fourth Plan, the position with regard to the infrastructure by way of transport and communication facilities (both sea and land) water and power supply etc., will greatly improve.

5.17. The Committee wanted to know further steps being taken in implementation of the recommendations of the Committee to encourage the Cottage and Small Scale Industries. It has been stated by Government in a written note furnished to the Committee that with a view to setting up new industries in these Islands and removing the backwardness of the Territory, 10 schemes with an outlay of Rs. 3.670 lakhs have been formulated for implementation during the year 1974-75. Under these schemes it is proposed to:

(i) continue the programme of distribution of improved tool and machinery worth Rs. 0.200 lakh on 50 per cent subsidy to local artisans and their cooperatives etc.;

(ii) grant loans to the extent of Rs. 20 lakhs to private industrialists and industrial cooperatives under the Andaman and Nicobar Islands State Aid to Industries Rules, 1964 for development of industries and handicrafts in the Islands;

(iii) provide financial assistance in the form of managerial subsidy of Rs. 10,000 to industrial cooperatives;

(iv) establish one industrial estate to set up industries;

(v) establish a training centre in Carpentry, Blacksmithy, Cane and Bamboo work at Rangat;

(vi) depute 6 artisans for advance training in Handicrafts on the mainland;

(vii) set up a design centre at Port Blair to impart training to 10 candidates in wood carving and the decorative

furniture; cane and bamboo work, shell crafts and painting and interior decorations;

(viii) set up a pilot project for coconut husk utilisation;

(ix) set up a demonstration centre in coir work; and

(x) strengthen the department so as to be able to cater to the needs of the industrial activities.

5.18. It is proposed to continue these schemes during the year 1975-76. The Planning Commission have recommended an outlay of Rs 4.100 lakhs for implementation of various schemes during the year 1975-76. The approved Fifth Five Year Plan outlay for village and small industries is Rs. 31 lakhs. Besides the above programme, it is proposed to implement 3 centrally sponsored schemes for development of industries in these Islands *viz*:—

(i) Scheme of 10—15 per cent outright grant/subsidy to industrial units;

(ii) National programme for non-student youth-Establishment of work centre;

(iii) Rural Industries Projects Programme.

5.19. It has been stated that action has already been initiated for implementation of the centrally sponsored Schemes mentioned above. The detailed procedure for providing 10—15 per cent outright grant/subsidy to industrial units is being worked out on the basis of the booklet entitled 'Guide to entrepreneurs' published by the Director of Industries, Uttar Pradesh which has since been received from the Government of India. An amount of Rs. 50,000/- provided for this purpose would be paid as subsidy during the year 1974-75.

5.20. In reply to a question whether the setting up of a Small Industries Service Institute has since been finalised, it has been stated that the Small Industries Service Institute has not been set up in these Islands as yet.

5.21. Asked if there was any proposal to set up technical institutes in Andamans so that the people in this backward area could be given proper training in different trades, the representative of the Department of Industrial Development stated during evidence that there is a proposal to set up 20 branch Institutes, and Andamans will have one branch Institute. It will, however, not be possible to

open the branch during the current financial year due to paucity of funds. A Branch is expected to be opened during 1976-77.

5.22. In regard to Transport Subsidy, it has been stated that the scheme of transport subsidy was notified by the Ministry of Industrial Development in July, 1971. This is applicable to the States of Jammu & Kashmir, the States and Union Territories in the North Eastern Region, Himachal Pradesh and the hilly Areas of U.P. State. The details of this scheme are contained in the Ministry of Industrial Development Notification No. F. 6(26)/71-IC dated 23rd July, 1971, as amended from time to time. The Committee have been informed that the transport subsidy scheme formulated by Government of India does not cover this Union Territory. It has been stated that the question of extending the scheme to Andaman & Nicobar Islands is under consideration separately. This scheme envisages payment of 50 per cent of transport cost of raw material and finished goods from one place to another. Government of India have been requested to include this Territory also for the purpose of implementation of Transport subsidy scheme.

5.23. In regard to scheme of National Programme for non Student Youth Establishment Work Centre it has been stated that the sanction of the Government of India for the implementation of the scheme 'National Programme for Non-Student Youth-Establishment of Work Centre' has already been received. The Scheme entails an outlay of Rs. 57,600/-. The proposed work centre will be constructed at Port Blair at a non-recurring cost of Rs. 45,000/- and a recurring expenditure of Rs. 12,600/- would be incurred on the staff during the year 1974-75.

5.24. As regard the implementation of the scheme 'Rural Industries Project Programme', it has been stated that Government of India have already issued sanction for an amount of Rs. 2.9 lakhs during the current year. An amount of Rs. 1 lakh has been provided to meet the expenditure on staff and other contingent charges and Rs. 40,000 towards development schemes. A provision of Rs. 1.5 lakhs has been made for loans to private entrepreneurs/industrial cooperatives. The Government of India have already been approached for creation of posts to appoint nucleus project staff like specialists and economic investigator for conducting necessary survey for implementation of the scheme.

5.25. In regard to banking facilities and availability of credit etc. the representatives of the Department of Industrial Development

stated during evidence that under the industrial development schemes all the backward areas are entitled to get 20 per cent subsidy and they are also entitled to get capital subsidy to the extent of 15 per cent. But the problem is that because of lack of infrastructure there were no proposals to set up an industry in that area. He stated that ordinarily no complaint had been received regarding banking facilities but admittedly there was lack of banking facilities. He promised that this would be taken up with the Department of Banking.

5.26. It was pointed out that when the State Bank was requested to open a Branch they were not willing to do so. Then the Syndicate Bank agreed to open a Branch there. The representative stated that this would be taken up with the Department of Banking.

5.27. It has been stated in the Draft Fifth Plan of the A & N Administration that an industrial policy with liberal concessions to the industries is also under consideration of the Government of India. In January, 1975 also the Study Group of the Estimates Committee were informed that the industrial policy was yet to be formulated jointly by Planning Commission, Home Ministry and the Ministry of Industrial Development. The Andaman and Nicobar Administration hope that on declaration of the policies most of the hurdles prevailing in setting up of industries in these islands will be removed. More entrepreneurs are also expected to come to these islands from mainland.

5.28. In regard to availability of water it has been stated that storage capacity for water in Port Blair has been raised to 121 million gallons by constructing new impounding reservoirs namely Jawahar Sarowar, Haddo Diggi, Nayagaon Tank, Lambaline Tank and Chakragaon Tank. As a long term solution to the acute problem of water scarcity in Port Blair during summer the Dhanikhari Water Supply Project was executed by Military Engineering Services and supply from the Project has been started. Piped water supply has also been provided to important settlement areas.

5.29. During evidence the Chief Commissioner informed the Committee that there is no dearth of water for supply to the industrial units. The rate for supply of water in the Islands is the same for all the purposes and the flat rates of Rs. 6.75 for half-inch tap connection is in existence in the Islands from the very beginning. This rate has not been increased in spite of all round rise in prices of labour raw materials etc.

5.30. The Committee note that in 1965 the team on Accelerated Development Programme for the Andaman and Nicobar Islands had recommended the setting up of wood-based and other industries in the Islands. In the report on Techno-Economic Survey carried out in 1972, the National Council of Applied Economic Research had also recommended the setting up of such industries in the Islands, including two units for processing about 5,000 tonnes of logs into packing case stocks, setting up of additional rice milling capacity and two oil mills for crushing copra. The Committee in their 128th Report (1969-70) presented in May, 1970 and later in their 43rd Report (1972-73) presented in April, 1973 also stressed the imperative need for setting up of wood-based and other industries in the Islands. They regret to point out that in spite of the matter regarding the setting up of such industries in the Islands being pursued since 1965, no significant progress in this regard has been made. The Committee regret to note that in the Project Report for the development of Mixed Tropical Forests of Andaman and Nicobar Islands (1974) it has been stated that there has been neither expansion of existing wood-based industries nor induction of new woodbased industries in the private or public sector in these Islands.

It is regrettable that no concerted efforts have been made to develop and expand industry based on the rich forest resources of these Islands which remain largely untapped.

The Committee would however like to sound a note of caution that the exploitation of the forest wealth should be done in a most judicious manner so as not to denude the islands of this rich natural resource or to affect adversely the ecological conditions.

5.31. The Committee note that the problems of providing infrastructure such as transport, communication facilities, water and power, trained manpower and institutional finance remain largely unresolved. The activity for industrial development of the Islands so far is largely confined to grant of loans to industrialists and providing financial assistance in the form of managerial subsidy to the industrial cooperatives and distribution of improved tools on 50 per cent subsidy. Even in these matters the progress made so far is tardy as only an amount of Rs. 21,000/- was distributed as subsidy on improved tools till 1972-73 and an amount of Rs. 15,000/- was expected to be spent during 1973-74. The total expenditure expected to be incurred on the industrial sector during the 4th Plan was Rs. 3.9 lakhs against an outlay of Rs. 5.1 lakhs. All this indicates that the development of industries in the Islands has not received the attention that it deserved.

5.32. The Committee are distressed to note that the Small Scale Industries Service Institute recommended by them in their 43rd Report, has not yet been set up and is not likely to be set up before 1976-77. There is no Technical Institute in the Islands to provide training to the local population. The Committee need hardly emphasise that strong educational and training base is an important requisite to build up infrastructure for industrial development and to sustain its growth. This is all the more important in the case of these Islands as there is acute shortage of skilled labour and technical know-how among the local people which is hampering the industrial progress of these islands. The Committee, therefore, recommend that urgent attention should be given to the setting up of a compact Small Industries Service Institute and a Technical Institute in the Islands at the earliest.

5.33. The Committee would like to draw attention to the recent change in the curricula in school education according to which the syllabi would conform to the 10+2+3 formula. The whole idea underlying the change is to give importance to vocational training suited to the requirements of the area. The Committee would like Government to draw up a time-bound programme for providing the requisite facilities in various schools in the Islands so as to enable the students to imbibe knowledge and skills which would be of help in the development of the Islands.

5.34. The Committee consider that one of the hindrances in the growth of industries in these Islands is the lack of capital and shortage of institutional finance. The banking facilities, are also meagre. The Committee note that the Syndicate Bank has agreed to open a branch in the Andaman and Nicobar Islands. The Committee are unable to appreciate the lack of interest by nationalised banks in opening branches in the Islands. The Committee desire that the Department of Banking in consultation with the nationalised banks should draw up a comprehensive plan for providing banking facilities in the Islands so as to provide requisite finances for development of industry and commerce.

5.35. The Committee note that with a view to setting up new industries in these Islands, 10 schemes with an outlay of Rs. 3.6 lakhs had been formulated for implementation during the year 1974-75. These schemes, inter alia include the setting up of a training centre in carpentry, blacksmithy, cane and bamboo work at Rangat, deputing 6 artisans for advanced training in Handicrafts on the main-land, setting up a design centre at Port Blair to impart training to 10 per-

sons in wood carving and decorative furniture, cane and bamboo work etc., setting up of a pilot project for coconut husk utilisation, and setting up of a demonstration centre in cane work, as also the establishment of an industrial estate. The Committee further note that besides the above schemes, it was proposed to implement 3 centrally sponsored schemes for development of industries in these Islands viz., scheme of 10—15 per cent outright grant/subsidy to industrial units, National Programme for non-student youth—Establishment of Work Centre and Rural Industries Project Programme. The Committee stress that concerted efforts should be made to implement these schemes according to a time-bound programme. They would like to be apprised of the specific progress made in the implementation of these projects so far.

5.36. The Committee would particularly like to stress the need for early implementation of the scheme of National Programme for non-student youth—establishment of work centre. They recommend that the results of the working of the scheme should be evaluated and similar/improved centres should be set up in other big Islands within a period of five years.

5.37. The Committee also recommend that at least one Nehru Yuvak Kendra should be started in the Islands during the Fifth Plan period so as to provide a focal point for development of extra-curricular interests amongst the youth and channelise their energies in constructive directions. In the light of the experience gained, the activities of the Nehru Yuvak Kendras may be suitably expanded with special accent being placed on the welfare and well-being of non-student youth.

5.38. The Committee are surprised to note that transport subsidy scheme, notified by Government in 1971 which envisaged payment of 50 per cent of transport on raw material and finished goods from one place to another in the case of the various backward regions in the country, has not so far been made applicable to the Andaman and Nicobar Islands. It is regrettable that the question of extending the transport subsidy which was stated to be under consideration in 1973 when the Committee submitted their 43rd Report, remains still undecided and the subsidy is not available to the industrialists in these Islands although these Islands are admittedly backward. The Committee would like Government to go into the reasons for the inordinate delay in making the scheme of transport subsidy applicable to these Islands and extend the same without further delay. The Committee hope that in arriving at a decision regarding applicability of transport subsidy, the strategic importance

of the Andaman and Nicobar Islands and the imperative need for mitigating to a considerable extent the legacy of backwardness and neglect in this important area would receive due consideration.

5.39. The Committee are constrained to note that water and power are other constraints in the development of industries in the Islands. It has been stated that water for the industries is now available in the Islands with the commissioning of the Dhanikhari Water Supply Project recently and that power would also be available with the commissioning of 3 M.W. diesel generating sets. The Committee would urge the Government to ensure that these schemes are completed and commissioned expeditiously so that the basic infrastructure required for the development of industries is provided. The Committee would further like Government to take suitable steps not only to meet the existing demands for water and power for industries but also to keep in view the likely increase in their demand in future and provide the same so as to give a fillip to the setting up of industries in the Islands. The Committee need hardly stress that water and power should be made available to the industries at cheap and economic rates to accelerate their rapid development.

5.40. The Committee note that an industrial policy with liberal concessions to the industries in the Islands is under consideration of Government. The Committee welcome this step as they consider that without liberal concessions it may be difficult to attract entrepreneurs to set up industries there. They would, therefore, urge that the industrial policy should be finalised expeditiously and publicised widely so as to attract larger number of industries to the Islands which would give a fillip to their economic development.

CHAPTER VI

TRANSPORT

A. Shipping

(i) *Shipping requirements*

6.1. In paragraph 6.16 of their 43rd Report the Estimates Committee had observed as follows:—

> "During their tour to the Islands (in December, 1972—January, 1973) the Committee gathered the impression that inadequacy of transport between the Mainland and the Islands as well as for inter-Island Services was a major bottleneck in the development of the Islands. They were informed that one of the constraints for the fuller exploitation of the rich forest wealth of the Islands was the inadequacy of transport for the carriage of timber. The Committee note that Government have recently decided to send a team to the Islands to assess the transport needs and to work out future shipping requirements. The Committee welcome the decision of the Government to send the team to the Andamans. They would, however, urge that the team should be sent expeditiously and should be asked to submit their report within a specified time. The Committee have no doubt that this team will hold consultations with all the concerned interests and Ministries and will work out the transport requirements both for meeting transport requirements between the Islands and Mainland as well as for inter-Islands services. The Committee feel that apart from greater movement of cargo, there will be considerable increase in the movement of passengers including tourists from the mainland to the Islands and on inter-Island services. The Committee would like the Government to work out the transport requirements for the Islands on short-term and long-term basis and take necessary measures to meet these requirements effectively in the interest of overall developments of these Islands."

6.2. In their reply furnished to the Committee, Government stated as follows:—

> "In pursuance of the decision taken in tse meeting of the Home Minister's Advisory Committee held at New Delhi on the 18th December, 1972 to depute a senior Officer from the Ministry of Shipping and Transport to undertake an 'on-the spot study' of Shipping problems pertaining to this territory, Shri D. L. Deshmukh, Chief Engineer (ALHW), Ministry of Shipping and Transport visited these Islands from 17th to 25th May, 1973 alongwith Shri S. M. Janodia, Joint Manager Shipping Corporation of India to carry out 'on-the-spot study' of the Shipping problems relating to both mainland—island and inter-island shipping services. A report in this regard has been submitted by Shri D. L. Deshmukh to the Government of India. The report has covered the requirements of inter-island and Mainland-Island Shipping services both on short-term and long-term basis. The report was submitted to Government on the 6th June, 1973."

6.3. In paragraph 6.17 of the 43rd Report the Committee had recommended as follows:—

> "The Committee would also like Government to consider the provision of faster mechanised boats for speedy inter-Island communication between Port Blair and other far-flung Islands to provide easy communication between them."

6.4. It was stated by Government in reply that:—

> "Shri D. L. Deshmukh, Chief Engineer (ALHW), Ministry of Shipping and Transport who was deputed by the Government of India, to make an on-the-spot study of various problems relating to inter-island shipping services had made his recommendations for procurement of fast inter-Islands vessels. His recommendations are under consideration of the Government of India in the Ministry of Shipping and Transport."

6.5. Asked to state the action taken on the recommendations contained in the report of Shri D. L. Deshmukh, Chief Engineer, Ministry of Shipping and Transport with a view to augmenting the

inter-Island Shipping Services, the representative of the Shipping Corporation of India stated during evidence (in March, 1975) that the recommendations were under consideration. The representative added that the study of that report would be finalised in about three months. A statement showing the conclusions/recommendations of the Deshmukh Committee Report and action taken/position in regard thereto was subsequently furnished in August, 1975 and is at Annexure—I.

6.6. In paragraph 4.29 of their 43rd Report (1972-73) the Estimates Committee had noted with distress that, as against 95,000 cubic metres of timber being extracted on the Islands annually, the Shipping programme to the mainland provided for 25,000 cubic metres only. Of this, 19,000 cubic metres only could be actually shipped.

6.7. It has been stated by the Ministry of Agriculture in reply in November, 1973:—

> "Out of the annual quantity of timber extracted, major portion is utilised in the Islands only for feeding the Government Saw Mills, plywood factories, match splint factory, private saw mills etc. The balance quantity only is ear-marked for shipment to mainland against direct orders from Railways, Defence etc. and for sale in the Departmental Depots at Calcutta and Madras. Thus, the quantity of timber shipped annually is determined by the Andaman Forest Department taking the above factors into consideration. It has, however, not been possible for the Andaman Forest Department to transport timber to the mainland according to the schedule drawn up by them due to shipping bottleneck."

6.8. In paragraph 4.30 the Committee had recommended as follows:—

> "Regarding the problem of transport of timber to the Mainland the Committee note that the Chief Conservator of Forests, Andamans, clarified that as against the shipping programme for 1972-73 *i.e.*, 25,000 cubic metres of round timber to Mainland, the Administration could ship only 19,000 cubic metres, and consequently the timber which we were supplying to the industry will also become surplus to us, it means that we will need another ship of that type. On the other hand the Executive Director of Shipping Corporation of India stated that 'there is no regular backlog but it was only recently that this has occurred', and he added that the Corporation had not been

given any demand by the Forest Department. In view of these conflicting statements, the Committee are unable to assess the exact position in this regard. They are, therefore, constrained to observe that there is lack of concerted efforts, coordinatel planning in the matter of timber extraction and its transport to the Mainland. The Committee would urge that Government should take immediate steps to resolve the problem and ensure adequate shipping facilities not only for the existing requirements of 30,000 cubic metres of timber but also for future requirements."

6.9. The Committee were informed in reply furnished in November, 1973 that:—

"A review of availability of Shipping facilities for meeting the existing requirements for shipment of timber to Mainland was undertaken by the Andaman Administration in their discussions with the Shipping Corporation of India. The Shipping Corporation of India has now agreed to provide minimum 12 trips of "M. V. Shompen" in a year. It is considered that a provision for 12 trips of this ship in a year will meet the existing requirements for the Andaman Forest Department for shipment of timber to Mainland. The Ministry of Shipping and Transport has undertaken a study of shipping requirements, including that for timber and the Report on this subject is under consideration of that Ministry."

6.10. The following details regarding quantities of timber extracted during the last three years, quantities targetted for shipment, quantities shipped to mainland and the shortfall in shipments were furnished to the Committee during the tour of the Study Group to the Islands in January, 1975.

Year	Timber Extracted in Cum.	Target for Shipment in Cum.	Actual Quantity shipped in Cum.	Shortfall in shipment in Cum.
1972-73	94,543	31,000	21,000	9,900
1973-74	1,20,525	32,500	27,693	4,807
1974-75 (Upto end Dec. of '74)	82,394	32,500 (works out to 24,375 for 9 months)	21,105	3,270 (for 9 months)

6.11. It was stated by the Administration of Andaman and Nicobar Islands on the basis of details furnished above that the targets were not fulfilled due to inadequate number of ships provided by Shipping Corporation of India for lifting timber. Though the position improved during 1973-74, it deteriorated during 1974-75 due to unilateral decision taken by the Shipping Corporation of India to withdraw the ship M. V. Vishwa Anand from Andaman waters on considerations like low freight rate and rationalisation of shipping schedules. The Shipping Corporation of India also stated that they would not like to send ships with timber cargo to Madras port in view of undue delay in handling ships there. After persuasion, however, they sent M. V. Shompon to Madras with timber cargo.

6.12. It was further stated by the Administration that in early December, 1974 the Shipping Corporation of India was requested to provide 4 special loaders in addition to the existing ships namely M. V. Viswa Anand and M. V. Shompon to clear the accumulated timber in the various depots. However, in view of the unilateral decision of the Shipping Corporation of India to withdraw M. V. Viswa Anand accumulations in the various depots have been increasing and as in January, 1975 more than 10,000 cum. of timber was awaiting shipment.

6.13. It was also represented by the Administration during the tour of the Study Group to the Islands in January, 1975 that all essential commodities like foodgrains, sugar, coal. edible oils and other merchandise were imported from the mainland to meet the entire requirements of this territory. The shipping services both mainland and inter-island, are, therefore, a life line of this territory.

6.14. It was stated in this connection by the Administration that consequent on the recommendations made by the High Power Shipping Committee constituted by the Ministry of Shipping and Transport in 1966, two passenger-cum-cargo ships and two cargo ships were regularly in position up till now to maintain both the cargo and passenger services between mainland and these islands. Therefore, there has been no difficulty for transportation of essential commodities like foodgrains, coal, sugar, etc. from the mainland. However, the Shipping Corporation of India have since decided to withdraw the cargo ship 'M.V. Vishwa Anand' from the mainland—Island run. The second cargo ship M. V. Shompon is primarily intended for transportation of timber. The Adminis-

tration, therefore, apprehended great problems ahead for the transportation of these commodities from the mainland.

6.15. With regard to the withdrawal of 'M.V. Vishwa Anand' from the Mainland and Island service the representative of the Ministry of Shipping and Transport informed the Committee during evidence that this withdrawal would not make any material difference. Subsequently a slightly bigger ship was provided to clear the backlog on an *ad-hoc* arrangement.

6.16. The representative of the Ministry of Shipping and Transport stated during evidence that the main problem today was not the shipping space but that of under-utilisation of the existing capacity. He informed the Committee that in 1973-74 non-utilisation of passenger capacity was 13 per cent in one ship, 31 per cent in the second ship and 59 per cent in the third ship. Non-utilisation of cargo capacity was to the extent of 61 per cent, 43 per cent, 86 per cent, 85 per cent and 3 per cent in each ship. He stated that the services are running at a tremendous loss. Yearwise loss during the last three years was stated to be as follows:—

1972-73	98,27 lakhs
1973-74	146.54 „
1974-75 (Estimated)	240.16 „

6.17. The loss was gradually increasing. In this connection he drew the attention of the Committee to the observations of a Parliamentary Committee on Public Undertakings in which they had given specific directions that the public sector undertakings should run as a commercial undertaking. He stated that in spite of the huge losses the services were kept running. Some way had therefore to be found so that the Company does not run on losses year after year.

6.18. The representative informed the Committee that previously the Shipping Corporation of India used to get subsidy to the extent of 80 per cent and the remaining 20 per cent loss was borne by the Company. He further stated that the fares had not been revised for quite some time. There had been a fuel crisis and the maintenance cost had tremendously increased. The fares needed revision and there was a proposal to increase them. He informed the Committee that a probe had been made recently to know whether there had been any human failings besides the rising cost of maintenance of the ships. The factors that contri-

buted to under-utilisation and poor turn round of the ships at both ends in regard to cargo handling are stated to be as follows:—

"(1) Poor productivity of the Andaman labour force at Port Blair for handling cargo on board the ships.

(2) No incentive for labour to offer better results.

(3) Non-availability of adequate labour ashore at Port Blair for clearance of cargo which is being discharged from the ships.

(4) Inadequate cargo handling gear for on board handling and shore handling such as lack of trolleys, mobile cranes, fork-lifts, trailer tractors, save-all-nets, drum hooks, trays, for unloading A.C. Sheets, etc.

(5) Lack of proper tally, non-stacking of cargo Bill of Lading-wise after discharge by shore labour, delay in clearance cargo immediately after discharge, lack of proper security system, all have resulted in pilferage and claims.

(6) Slow loading of timber logs and timber products in other ports, particularly at Rangat, resulting in loading time of six to seven days for loading 2,000 Cu. m. against a normal loading time of three to four days."

6.19. In reply to an Unstarred Question (No. 1554) in the Lok Sabha on the 27th February, 1975 as to whether the ships provided in these Islands by the Shipping Corporation of India are not modern and in fact are practically condemned with the result that these ships have to incur losses, it was stated by the Minister of Shipping and Transport that the ships being operated in the Mainland/Andaman services are adequate to meet the needs of passenger and cargo traffic in these sectors. It was further stated that "Although some of the ships operating in the Mainland|Andaman and inter islands services have become old, they are still in efficient working condition and generally provide trouble free service. The losses incurred in operation of these services are not due to the fact that the ships employed on these services are old, but due to factors like continued under-utilisation of the ships, poor turn-round of the ships at both ends, uneconomic freight rate and passenger fares etc. In this connection the representative of the Ministry of Shipping and Transport stated during evidence thus:

"I submitted earlier it is not the question of inadequacy of the number of ships, the type of ships or the quality of ships,

but the main point is that of under-utilisation of these ships. Each passenger ship is annually surveyed. After every four years special survey is carried out and we ensure that the ships are technically sound.

Two months back we got a spate of telegrams and representations from the Andaman administration and from certain timber dealers also saying that they have a lot of stocks there and those are not being removed. As an *ad hoc* arrangement we had earlier put another ship to clear their backlog. I recollect the Chief Commissioner, Andaman, also met me, and we subsequently put another ship on their specific request. Even that ship was not fully utilised. Such a thing cannot go on. The Shipping Corporation cannot go on adding to their losses."

6.20. In this connection the Chief Commissioner of Andamans while agreeing that the problem of the Shipping Corporation was that of a commercial concern and they looked at the problem from the point of view of profits or at least no losses but that did not solve the problem for the Islands. In regard to making available a vessel to clear the backlog and its under-utilisation the Chief Commissioner stated:—

"I would like to submit that the backlog was spread over a number of harbours and an important portion of the stock was in a harbour called Port Meadows. The ship was so large that it could not enter that port. How could we load that ship fully? My colleague has also mentioned that enough cargo is not being made available. I will give you only two very recent examples.

M.V. Andaman scheduled to leave Calcutta on 6th January and 30th January could load only 737 and 910 tonnes, although the cargo capacity of the vessel is 1200 tonnes. This was on account of draft restrictions in the Hooghly river. Secondly, as per the request received by the Administration, a number of elephants of Forest Organisation were to be brought from Calcutta. Shipping space for five of these was to be allocated on 21-2-1975 along with 1100 tonnes foodgrains and other essential cargo. The Shipping Corporation advised in their telegram of 14th February that only 700 tonnes of cargo could be brought besides the elephants. These are just two recent instances,

where the cargo was available, but this was not lifted. This was because of draft restrictions. I do not know, if anything else could have been done, but then the blame does not lie with not providing enough cargo. There is lot of substance in the recommendations made in the Deshmukh Committee that the vessels should be of smaller size, capable of carrying small amount of cargo 500 to 600 tonnes and also capable of carrying small number of passengers. They should be of high speed so that there is quick turnover."

6.21. On the question of old ships plying in the Islands the Chief Commissioner stated:—

"I would like to supplement what my colleague has said about old ships. I will show you how the old ships are put in service, then they are quickly replaced one after another and scrapped. That is perhaps one of the reasons for the uneconomic conditions.

M. V. Nicobar was to be replaced by "M.V. Haryana", but "M.V. Haryana" was put on Bombay East Africa service and "State of Bombay" was put on our service. Then "State of Bombay" was withdrawn, as she had outlived her utility and it was scrapped. Subsequently, another ship "State of Madras" was put on the run. This was withdrawn later and disposed of as scrap. Later 'Rajula' was put on service; this was withdrawn after a short spell and scrapped."

6.22. Regarding the ships which could not call at Port-Meadows as referred to by the Chief Commissioner the representative of the Shipping Corporation of India stated that this ship first went to Port Blair and then to Port Meadows and that is why there are some problems. But there were other ships of this size which had in the past gone to Port Meadows and cargoes have been lifted.

6.23. With regard to the question raised by the Chief Commissioner about "M. V. Andaman" carrying only 737 tonnes and 910 tonnes from Calcutta, the representative of the Shipping Corporation of India stated that this was because of Hooghly river draft and we have to live with it. For that reason the Chief Commissioner was being persuaded to take more cargo from Madras. He informed that "M. V. Haryana" which can carry 2,000 tonnes of cargo, could carry only 239 tonnes of cargo when she sailed from Madras on 18th March, 1975.

6.24. In this connection the representative of the Shipping Corporation of India added that:—

"The Nicobar' which belonged to the Government of India, was being operated earlier. When there was need for a larger ship, she was converted into a cargo ship. The only available ship at short notice was the 'State of Bombay' and this ship was, therefore, put in service. But since she was to be scrapped we chartered the Moghul Line ship 'Mohammed' for a period of three years from May, 1972. Unfortunately the Bangladesh Hajis had to be carried from November 1972 and, therefore, this ship had tc be withdrawn at short notice. Since there was no passenger ship the 'State of Madras' which was on her scheduled service from Madras to Singapore was placed on this service to cater to urgent traffic needs even at considerable inconvenience to the Straits traffic by placing her on Andaman service on every alternate voyage to keep the service going."

Thereafter again when Moghul lines could offer their ship, a ship called 'M. V. Muzaffari' was introduced in March, 1973. Therefore, the 'State of Madras' was withdrawn. But unfortunately, the Moghul lines lost their ship 'Saudi' in June, 1973. Again to meet the Haji Commitment, they had to take away that ship in September, 1973 at short notice. There was, therefore, no other alternative but to look for a ship which could continue the service. We could get a ship called 'Rajula' which although was an old ship, could operate satisfactorily. She was procured on an emergency basis and was quite suitable for the service. She operated until April, 1974. In April, 1974, again we got from the Moghul Lines ship called 'Muzaffari' which was in service till September, 1974 while Shipping Corporation of India placed their own ship 'State of Haryana' on mainland/Andaman service. She is a good ship. She has been undergoing annual passenger survey each year and has been operating regularly. This ship will be able to continue for some time to come."

6.25. The representative of the Ministry of Shipping and Transport reiterated his view that:—

"It is not a question of inadequacy of the ships. As my colleague had just now mentioned, a number of ships were

switched over one after another. These are working details. As soon as a ship is found unworthy, it is immediately removed, and another ship is put there on the job. I would again like to emphasise that it is not a question of the number of ships, the type of ships, but the problem is entirely different. As the Chief Secretary, Andaman and Nicobar Islands in his recent meeting in Andaman has himself spelt out, there are eight problems. If we settle them, we do hope that there will be a lot of improvement in the entire services in that area. We shall certainly keep in mind the question of deploying small size ships, although, I have tried to explain that a small ship is not economical but we will certainly have a second look at it. If a small ship is possible, we will try to explore the possibility. But that is not the problem; the problem is entirely different and if these points are looked into, the performance of the services there, we do hope, will considerably improve."

6.26. During the tour, it was brought to the notice of the Study Group of the Committee that:—

"The passenger-*cum*-cargo ships are run according to predetermined schedule in the interest of passengers. It is not, therefore, possible to utilise the full cargo capacity of the big ships like 'State of Haryana'. The Administration has been of the view that the existing passenger-*cum*-cargo vessels which have larger cargo capacity should be replaced by smaller and speedier vessels capable of carrying 500 to 600 passengers and about 500 tonnes of cargo that can be handled in a couple of days. Such vessels with lower draft can complete voyages quicker. The Government of India were moved by the Administration to have such faster ships for increasing the frequency of services with reduced stay in the ports which will mitigate the hardships presently experienced by the travelling public."

6.27. Subsequently it has been stated by the Ministry of Shipping and Transport in a written note furnished to the Committee in this connection that:—

"Shipping Corporation of India have already taken steps to re-schedule services keeping in view the requirement of

passenger traffic and movement of cargo. This will mean that even with pre-determined schedule, the administration will be able to arrange shipment of cargo between Mainland and Island and *vice versa*. This will not only result in optimum utilisation of the available cargo capacity but would also improve the economics of operation. The question of replacement of the existing passenger-*cum*-cargo vessels by smaller vessels was examined by Mr. Deshmukh. Relevant extracts from his report are reproduced below:—

"At one time, the view was expressed that the passenger vessels on the Mainland/Island run should be smaller in size, but capable of performing voyages at fast speed of around 17 knots. Such a passenger vessel should have carrying capacity of 500/600 passengers and minimum cargo capacity to accommodate mainly personal baggages, mails and smaller selected items. She should be a shallow draft vessel so that at no stage she is held up for want of draft in Hooghly. However, it is to be realised that due to developmental activities in these islands, passenger traffic has been growing steadily and so the vessel with larger passenger capacity would certainly be desirable. On a number of voyages performed by 'State of Bombay' with a capacity of 749 bunks and 'Mohammadi/Muzaffari' with a capacity of 1391/1388 bunks, larger passenger capacity has been utilised most effectively thus showing the increase in the travelling public considerably. Moreover, other things, being equal the larger the passenger capacity of a steamer, more is the revenue earning potential per voyage. Hence, it would be more economical to operate a larger and faster vessel on such routes. Moreover, instead of adding a number of smaller ships when the traffic increases it is better to plan for a bigger ship right from the beginning especially because of the time taken for procurement of ships."

The cost of operation of a faster ship will be much more making the operation more uneconomical. Again, maintenance problem of ships, particularly passenger-*cum*-cargo ships, has also to be taken into consideration in this context. If the vessel has to remain on the

Mainland only for a couple of days at a time, it would be difficult to maintain the ship efficiently. At least 3 to 4 days stay in the Mainland is necessary for proper maintenance of the ship, particularly when such facilities are available only in the Mainland. There is, therefore, no particular advantage either financial or operational, in having ships of smaller passenger and cargo capacity."

6.28. Asked if any expert study had been made of the traffic potentialities of cargo and passenger service and frequencies of visits by the passengers on the Islands to the Mainland and the type of ships that would be suitable for traffic between the Andamans and the Mainland, the representative of the Shipping Corporation of India stated that no specific study had been made so far.

(ii) *Subsidy*

6.29. It has been stated in a written note furnished to the Committee that the Shipping Corporation of India had hitherto been given an annual subsidy to the extent of 80 per cent of its net losses incurred on running its vessels on the Andaman Services, which includes lifting of cargo. The consideration for grant of subsidy was that the operation of the services by the Corporation was dictated by the necessity of developing the Andaman and Nicobar Islands and not by commercial considerations. Recently, Government decided to review all subsidies and as a result of this review it has been decided that no subsidy will be given to the Corporation in respect of Andaman Services from the year 1974-75, as it has been making overall profits on its operations as a whole.

6.30. A point was raised whether there should be an element of subsidy to meet the losses incurred by the Shipping Corporation of India. In that case more efficiency could be demanded by the Administration from the Shipping Corporation of India and more strict terms could be imposed upon them. The Chief Commissioner stated:—

"I would submit the Administration point of view and not necessarily the Government of India point of view. I feel that there should be an element of subsidy to be paid by the Government."

6.31. The representative of the Ministry of Finance expressed the following views in this regard:—

"As you are aware the subsidy was given earlier till 1973-74. With effect from the current year the decision has been taken to withdraw the subsidy. The reason is that overall view of passenger and cargo has to be taken. Government think if the Shipping Corporation is making a loss in one particular service but are making profit in other sides and overall there is profit, there is no reason why they should be subsidised.

The point which you have made, Sir, is that if subsidy is given, efficiency can be demanded. If subsidy is given to the Shipping Corporation by the Government of India, there will be less incentive and they may not minimise their losses and without subsidy they may improve, and there may be more efficiency. There is no direct co-relation between the two, *i.e.*, subsidy and efficiency..

Since you have linked it with Air India, at present subsidy of about Rs. 3 lakhs is being given to the I.A.C. It has been given every year since 1961. It is not necessarily related to the exact quantum of loss—it is not based on the total loss. The question whether this subsidy should increase or decrease is under consideration. The fare is Rs. 410 which is also less. There is a proposal to revise it just as the Shipping Corporation are thinking of revising their fare. Final view has not yet been taken. There, the view can be that perhaps it may not be justifiable because figures which are mentioned are not final but are quite high.

While a final view has not been taken, I may mention again that one view is that it may not be advisable to subsidise with particular reference to particular service only."

6.32. Commenting on the above view of the representative of the Ministry of Finance, the representative of the Ministry of Shipping and Transport remarked:—

"The point raised by the lady from the Finance Ministry is not correct. Perhaps she is not aware that initially 100 per cent subsidy was given to the Shipping Corporation.

This went on upto 1971. It is to meet that point of incentive that the subsidy was reduced from 100 per cent to 80 per cent—20 per cent the Shipping Corporation undertook to meet, I am not convinced about her logic in the matter."

6.33. The representative of the Ministry of Shipping and Transport, however, agreed to the view that whether there should be subsidy or not or whether it should be on a no-loss-no-profit basis was an internal matter with the Government.

(iii) *Freight rates and Passenger Fares*

6.34. During the tour of the Study Group of the Estimates Committee in January, 1975, it was brought to their notice that the Shipping Corporation of India had suggested the raising of passenger fares from about Rs. 40 to Rs. 270 for the lowest class of passengers and from Rs. 200 to over Rs. 600 for the higher class of passengers. It was represented that if this raising of fares was agreed to, it would act as a great disincentive for the people to visit the Islands.

6.35. It has been stated by the Ministry of Shipping and Transport that the Shipping Corporation of India have submitted a proposal for increase in passenger fares for all classes of accommodation in the Mainland-Andaman Service. These proposals are still under consideration. It has been further stated that the question of traffic flow would also be considered among other aspects.

6.36. The Committee have, however, been informed that the Shipping Corporation of India have not made any proposal to raise fares in the case of inter-Islands services uptill now.

6.37. Asked what was the basis of raising the fares so much, the representative of the Shipping Corporation of India stated during evidence that while working out the proposals various modes of travel were taken into consideration. Secondly, air-fare was considered. Thirdly, in entire shipping the difference in fare structure between the lowest and the highest class is generally 1:3. This is the pattern of shipping service between India-Malaysia, India-Sri Lanka etc. Even between Bombay and Goa, the lowest fare is 27 paise per mile and the highest is 83 paise per mile. Against this, between Mainland and Andaman it is 5 paise per mile. It has not been revised since 1963. Moreover, the cost of operation has gone up several times. All these considerations were taken into account while making out the proposals. Within the parameters of various

constraints, these proposals were worked out. These proposals would be examined by Government again. The representative stated that the main difficulty was that the increase in fares had not been permitted all these years. If it had been agreed to from time to time, today this increase would not have looked so high. The representative of the Ministry of Shipping and Transport added that even after the proposals of the Shipping Corporation of India are accepted *in toto*, the Shipping Corporation of India will be incurring a loss of more than Rs. 10 lakhs per year.

6.38. In this connection, the Chief Commissioner informed the Committee that the Home Minister's Advisory Committee had recommended an upward revision in fare structure. It had recommended that for bunker class it should be revised from Rs. 41 to Rs. 55 and for the highest class it should be revised from Rs. 354 to Rs. 425. The Chief Commissioner added:—

> "And my submission is that this upward revision in accordance with the recommendation would go half way to meet the point of the Shipping Corporation of India also, in the sense that an upward revision can take place but it can take place according to the means of the people of Andaman and Nicobar."

6.39. The Committee are concerned to note that in spite of the anxiety expressed in their 128th Report presented in May, 1970 and again in the 43rd Report presented in April, 1973, concerted measures were not taken by the Andaman Administration and the Shipping Corporation authorities to resolve the Shipping bottleneck. The Shipping constraint has particularly come in the way of the exploitation of the vast resources of these Islands. The Committee note that though the position somewhat improved by the commissioning of 'M.V. Vishwa Anand' in 1974, it deteriorated in the following year when the Shipping Corporation had withdrawn 'M.V. Vishwa-Anand' which resulted in accumulation of timber cargo to the tune of more than 10,000 cubic metres which had to be cleared by another ship on an ad hoc basis. The Committee also note that one of the factors contributing to shipping constraint is the deployment of old ships which have to be quickly replaced and scrapped. The net effect of all these factors has been that a climate of uncertainty has been created about the regular availability of transport facilities between the Islands and mainland which has adversely affected the development of the Islands.

6.40. The Committee note that the Chief Engineer of Shipping Corporation submitted a report in June, 1973 after carrying out an

on-the-spot study of the shipping problems of the Islands in pursuance of the recommendations of the Estimates Committee. The Committee regret that final decision has not yet been taken in respect of several important recommendations contained in that report. In fact, the Committee were informed of the action taken on these recommendations only in August, 1975, that is, after a lapse of two years. Even then, they find that decisive action is yet to be taken on a number of important recommendations. For example, final decision has not been taken about the placement of order for a ship for deployment on the Mainland-Andaman service as Mazagon Dock Ltd., have expressed their inability to construct 'Vikramaditya' as originally scheduled for this service. The Committee also find that additional mobile equipment for Chatham wharf and commercial Haddo wharf which had been recommended in the report of the Chief Engineer, has yet to be procured and installed.

6.41. The Committee note that the problems relating to shipping are not confined to the adequacy of the number and size of ships but there are also other factors such as under-utilisation of shipping space, poor turn round of ships, uneconomic freight rates and passenger fares which are stated to have resulted in losses for the Shipping Corporation.

6.42. The Committee further note that hitherto the Shipping Corporation of India was being given an annual subsidy to the extent of 80 per cent of its net losses on the running of vessels on Andaman Services. The Committee cannot help observing that the giving of subsidy in this manner does not act as an incentive to the Shipping Corporation to assess carefully the Shipping requirements both for the Mainland-Andaman and the inter islands services so as to provide vessels of more suitable capacity for such services and to effect utmost economy in operations. The Committee stress that a scientific study should be undertaken immediately of the traffic requirements of the Islands by an expert team which should include the representatives of the Andamans and Nicobar Islands, Shipping Corporation of India and the Ministry of Shipping and Transport and costing experts so as to formulate a rational and pragmatic plan for providing this vital link most economically and efficiently in the interest of commerce, industry, integration and security of the country.

Pending completion of the study, the Committee recommend that Government should undertake a quick review of the position in consultation with the administration of Andaman and Nicobar Islands so as to ensure that Shipping Corporation of India continues to pro-

vide services in an assured and well-regulated manner to cater fully to the requirements of shipping between the Islands and the mainland and inter-Islands. The position should be reviewed at least once a quarter in order to remove any deficiency which may come to notice.

6.43. The Committee note that the question of continuance of payment of subsidy for the shipping services is under consideration. The Committee would like to draw attention of the Government to the fact that recognising the need for providing cheap transport to the masses, the suburban services of the railways are heavily subsidised. Similarly, the provision of rail services in strategic areas and on the North-East Frontier Railway do not carry the obligation to pay return on the capital invested. The Committee feel that the provision of shipping services to these Islands should be based on the same considerations as are underlying the provision of rail services in the strategic areas in the North-East. The Committee have no doubt that while considering the question of payment of subsidy, Government would keep in view the larger interest of providing dependable means of communication between the Islands and the Mainland and in between the Islands in the interest of integrity of the country, development of trade and industry and the strategic position that these Islands occupy in the Indian Ocean. Moreover, it has to be realised that the Shipping Corporation, being in the public sector, has to undertake services which are in larger public interest though they may not be exactly remunerative in terms of money. In the opinion of the Committee this should not pose any insurmountable problem as the Shipping Corporation of India has been earning sizeable profits out of its other operations during the last few years.

6.44. The Committee note that there is a proposal of the Shipping Corporation for revision of freight rates and passenger fares. The Committee have no doubt that Government would keep in view the considerations mentioned above as well as the paying capacity of the inhabitants of these Islands, and the need for fostering closer ties between those living in the Islands and the Mainland by encouraging cheaper travel and trade. The Committee would also like Government to take into account the scope for improving efficiency by better utilisation of capacity, rationalisation of services and by effecting economy in administrative and fuel costs.

6.45. As pointed out earlier, under-utilisation of shipping space and poor turn-round of ships have also stood in the way of provision

of adequate shipping facilities to these Islands. The Committee would, therefore, like to stress that concerted measures should be taken by Andaman Administration to improve port facilities so that cargo is loaded and unloaded most efficiently and without delay and all available shipping space is fully utilised. Every hour that a ship is detained in a port raises the cost of operations. The Committee see no reason why with the experiences that have been gathered over the years of handling of large quantities of cargo in the main ports of the country, effective plans for efficient operations of the ports of Andaman and Nicobar Islands could not be drawn up for implementation. The Committee would like concerted action to be taken by Government to see that requisite facilities are provided at these ports as per a time-bound programme. The Committee need hardly stress that the system of payments to labour for handling the cargo at the Port should be such as to put an accent on efficient and safe-handling of cargo so that these services are built on sound and efficient basis from the very inception.

B. Roads

(a) *Progress of Road Construction*

6.46. In paragraph 7.25 of their 128th Report (1969-70), the Estimates Committee had recommended as follows:—

> "The Committee hope that with the increase in the number of Divisions from 2 to 8 in 1969, acquiring Rs. 58 lakhs worth of road building equipment and accelerated priority since, 1968-69, the Administration will be able to achieve the target and complete construction of 287 kilometers of roads which are supposed to be very vital in the economic development of these Islands."

6.47. In their reply dated the 30th December, 1970 Government stated as follows:—

> "This has been noted and all efforts are being made to achieve the target of 239 kms. in the Fourth Five Year Plan."

6.48. Asked to state the factual position regarding the provision of road transport facilities in the Islands, the Ministry of Shipping and Transport (Roads Wing) have stated that the total anticipated length of the Andaman Trunk Road before carrying out detailed field survey was 287 km. After detailed survey the length so far measured is 343 km. which includes 70 km. in the northern island where

detailed survey has yet to be conducted. The ultimate length may increase by another 15 km. or so bringing the total to nearly 360 km.

6.49. It has been stated that upto the end of the Third Five Year Plan, 136 km. had been completed. The target during the Fourth Plan was 103 km. which after detailed field survey turned out to be 127 km. Of this length, 80 kms. were completed upto the 31st March, 1974. Thus, the spill-over to the Fifth Plan is 47 km. including about 25 km. in progress and 22 km. new construction.

6.50. Total expenditure booked during the Fourth Plan period was Rs. 2.44 crores.

6.51. The target for the Fifth Plan period now is stated to be 127 km. including 70 km. in the northern island not surveyed yet—47 km. Fourth Plan spill over and 80 km. now. However, the actual length is likely to be about 145 km. because of anticipated increase of about 15 km in the 70 km. unsurveyed length.

6.52. The Committee have been informed that the likely cost of the remaining part of the Andaman Trunk Road would be about Rs. 8 crores at the present-day rates. The provision made in the Fifth Plan is Rs. 4.75 crores. Consequently, it would not be possible to achieve the above mentioned target and the project would be carried over upto the end of the Sixth Plan.

6.53. Expenditure incurred during the First year of the Fifth Plan had been Rs. 69 lakhs. The Administration P.W.D.'s capacity to spend with the present strength is about Rs. 1.20 crore for road works per year. Hence, if more funds had been allotted during the previous year, they would have been able to complete some more kilometreage. Budget provision for the current year (1975-76) is Rs. 80 lakhs against the Administration's demand of Rs. 90 lakhs.

6.54. Approximate cost of construction per km. at the present day rates works out to Rs. 6.20 lakhs nearly.

6.55. It has been stated in the N.C.A.E.R.'s Techno-Economic Survey of Andaman and Nicobar Islands that:—

> "Road construction has invariably followed the settlements, which have grown in a haphazard way. It has made road alignment, connecting the villages and hutments, more cir-

tuitous. Provision of such road facilities, no doubt, is a social responsibility and must be fulfilled, but the economics of road construction and utilisations is equally important. Efforts should be made, to the extent possible to decide road alignments before earmarking locations for new settlements, particularly in Little Andaman, Katchal and the Great Nicobar."

6.56. It has been stated in reply that in so far as roads in the charge of the Andaman & Nicobar P.W.D. are concerned, generally alignments are fixed on the basis of detailed field surveys. Since these roads traverse through rolling country, curves are unavoidable. Every effort is made to provide as straight an alignment as possible, keeping in view economic and technical considerations. There are certain locations, for example, those where the height between two stations has to be negotiated so as to keep the gradients within permissible limits, in which the length of the section is to be increased by introducing curves.

6.57. It has been stated that the roads in Little Andaman, Great Nicobar and Katchal islands are being constructed and maintained by the Principal Engineer, Marine/Border Roads Organisation/ Ministry of Rehabilitation.

6.58. Asked why this duality was being allowed, it was explained to the Committee during evidence that this road construction was entrusted consciously to the Border Roads Organisation because it was a remote area. It is a road organisation with experience in constructing roads in remote areas and it has been doing such programmes formerly.

6.59. It has been observed in the National Council of Applied Economic Research survey of the Islands that:—

"The maintenance of the roads is rather poor. During the rains the roads develop pot holes, which need to be continuously repaired. The neglect in maintenance of roads has resulted in heavy wear and tear of road vehicles and a high cost of operation Road bridges and culverts over many streams and nullahs are narrow and not strong enough to bear heavy traffic; the vehicles frequently have to slow down to pass over them."

6.60. Asked to indicate the position as it existed now, it has been stated that every effort is made to maintain the roads in charge of

the Andaman & Nicobar PWD in a traffic-worthy condition out of the maintenance funds available. For the last two years a proper programme for maintenance etc. is being insisted upon by the Ministry of Shipping and Transport.

6.61. Asked how it was being ensured that the road construction conformed to the terrain and climatic conditions of the Islands and was most economical, it has been stated that by and large, the soils in the Islands are treacherous and that rainfall is heavy. The specifications, therefore, have to take into account all these factors. More than two years ago, when the Ministry's Chief Engineer inspected the Islands, it has been observed that works were not being carried out in a systematic manner and to suitable specifications, and no testing of materials, etc. was being done. The Andaman & Nicobar PWD was advised to construct roads after ascertaining characteristics of the road building materials, including soils, and according to changed specifications as devised by the Ministry. Since they did not have any set up for the purpose nor trained personnel, the Ministry drew up detailed schemes for establishing a Materials Testing Laboratory, including laboratory equipment necessary and the places from where these could be purchased, for the staff that was considered necessary for running the main laboratory at Port Blair and three laboratories in other Islands and for training the personnel. Every possible help and advice was given. About a dozen officers, in three batches, have been got trained through special courses arranged under the aegis of the Director, Central Road Research Institute (C.R.R.I.) New Delhi. Stress was on selection of local officers. In case such persons were not available readily in adequate strength, deputationists with not less than two years period unspent were allowed. A small laboratory has already been set up. For this also services of two experts from the Central Road Research Institute, New Delhi, were requisitioned and made available to the Administration. With the full cooperation of the Principal Engineer, A&N PWD, all is now set for doing the work in a systematic and planned manner on the basis of the test-data.

6.62. It has been stated that when the foregoing facility was not available, the Ministry had arranged for testing of materials at the West Bengal Roads and Buildings Research Institute, Calcutta, and at the Central Road Research Institute. The specifications that were being adopted upto December 1972 had been completely revised. The works since then are being carried out in accordance with these, and in a planned and systematic manner. On the basis of the changed specifications upto January, 1975 about 15 km. had been construct-

ed. The works had been inspected by the Chief Engineer of the Ministry twice in two years (last in January, 1975), and had been generally found to have been executed very well. The riding quality of these Kms. was distinctly better than those that had been constructed earlier. There is no doubt that these would continue to serve well, and also need less expenditure on maintenance.

6.63. The Committee have been informed that the Principal Engineer,, A&N PWD remains in constant touch with the Ministry and whatever technical advice or help otherwise is needed is readily offered. For example, some time back he was finding it difficult to transport bitumen purchased at Madras. On a reference being made to the Ministry the matter was taken up with the Shipping Corporation of India and the entire stock got transported to Port Blair at a very early date.

6.64. In reply to a question whether a perspective plan for Road Development in the Union Territory of Andamans had been drawn up in respect of Trunk and feeder roads, it has been stated that no perspective road development plan as such, has been prepared. The work is being done only on the basis of the five-year plans and operative annual plans. Future planning has been done upto the end of the Fifth Five Year Plan, i.e. upto March, 1979, taking into consideration observations and suggestions of Chief Commissioner's Advisory Committee and Home Minister's Advisory Committee Reports.

6.65. The Committee regret to note that only 80 kilometres of roads, out of the 127 kilometres targeted for the Fourth Plan, were completed during that period. The Committee understand that a target of 145 kilometres of road construction which includes the spill-over of 47 kms. from the Fourth Plan, has been provided in the Fifth Plan. The Committee were given to understand that the resources allocated for road construction are inadequate for the achievement of the above target. The Committee would like Government to review the matter in all its aspects so as to make available adequate funds for completion of roads which are considered necessary in the interest of development of Andaman and Nicobar Islands. The Committee would stress that in view of the constraint of resources, priorities for road construction should be most carefully drawn up and executed so as to get the best return on the capital invested and achieve the objective of the better communications for trade and industry.

6.66. The Committee are concerned to note that no master plan has yet been prepared for development of roads on these Islands. The Committee stress the need for completion of surveys and preparation of detailed master plan for laying of roads in those Islands which are already under habitation or which are proposed to be opened up for development. In drawing up the plan, the Committee would like to stress the need for utmost care to see that the roads in these virgin areas serve truly the purpose of development and do not suffer from some of the defects which have been noticed in the road alignments on the Mainland.

6.67. The Committee are also concerned to note that till two years ago, road construction works were not being carried out in the Islands in a systematic manner and according to suitable specifications keeping in view the heavy rainfall and the treacherous terrain. They cannot also appreciate why there were not adequate arrangements for selection of suitable materials. The Committee stress that these shortcomings should be rectified without delay.

The Committee suggested that the specifications for the roads should be most carefully laid down keeping in view the long-term requirements. Construction of roads should be undertaken according to standard specifications which would not only serve the present and the immediately foreseeable requirements but also the long-term requirements so as to reduce the financial burden later on. The Committee need hardly point out that Government have the requisite expertise in the Central Road Research Institute and the Border Roads, two experienced organisations, to help evolve the best suited specifications at most economic rates for construction of roads in the Andaman and Nicobar Islands.

6.68. The Committee have no doubt that every effort would be made to utilise the local materials to the maximum exten possible in the interest of reducing the cost. The Committee further suggest that active help of the residents of these Islands should be enlisted in opening up communications and in the construction of roads so that they have a sense of involvement in the development process.

6.69. The Committee are also concerned to note from the Techno-Economic Survey conducted by the National Council of Applied Economic Research that road bridges and culverts over many streams and nullahs are not strong enough to bear heav traffic. Apart from the need for strengthening the road bridges and culverts as may be

required in the interest of smoother traffic, the Committee stress that the bridges and culverts be so planned as to meet the requirements for years to come.

(ii) *Buses*

6.70. It was brought to the notice of the Study Group of the Estimates Committee during their tour to Andamans that the Administration of the Union Territory of the Islands had proposed to purchase 30 additional buses during the Fifth Plan period, out of which the Planning Commission had agreed to the purchase of 15 buses only. The matter was stated to have been taken up with the Planning Commission for approving purchase of 30 buses instead of 15.

6.71. Asked to state the position in this regard, the representative of the Planning Commission stated during evidence before the Committee in March, 1975 as follows:—

> "At present, in the Fifth Plan, we have so far made a provision only for 15 buses. It is true that the Administration had asked for a total of 30 buses, but, within the total availability of funds and keeping in mind the balance one has to make between the various sectors, at the moment it is difficult to make a higher provision for this particular sector.
>
> We are all the time fully conscious of the fact that bus transport is of vital importance in this area—the need for development in this area is not under-estimated by us. The Fifth Plan target is at the moment a tentative exercise, it may be possible for us to make a higher provision for this after the resources position improves. Our information in the Planning Commission is that, starting with a total of five buses—when the Plan process started in the Andamans—upto the end of the Fourth Plan period, they have got something like 60 buses. So we thought that it would be quite sufficient if we raise it to 75. Perhaps it won't really be raised to 75 because a certain number would be for replacements but, keeping in mind the total availability of funds, we could not do better than this at the moment. Of course, we do not say that we do not recognise the need for a larger number; all that we say is that at the present moment it is difficult to make a higher provision for this within the available amounts."

6.72. The Committee note that there are at present 60 buses with the Andaman Administration and 15 more are proposed to be added to them during the Fifth Plan against the demand of the Administration for 30 additional buses. As the bus service is the only mode of land transport on the Islands, there being no Railways, the Committee hope that the allocations will be reviewed at the time of mid-term appraisal of the Fifth Plan in the interest of the development of these Islands.

6.73. Apart from the need for augmenting the transport fleet by providing additional buses the Committee stress the need for organising the transport services in a most efficient and economic manner right from the beginning so as to lay sound foundation for their expansion in the years to come. The administrative and maintenance machinery concerned with transport should be made cost conscious at every level so as to provide these services at most economic and competitive rates.

(iii) *Air Transport*

6.74. It was brought to the notice of the Study Group of the Committee during their tour to the Islands in January, 1975 that the bi-weekly Air service between Calcutta and Port Blair was not a paying service and Government of India was giving Rs. 3 lakhs as subsidy. In view of the high petrol prices etc., the revised subsidy was estimated to be Rs. 30 lakhs per year. It was, therefore, apprehended that the service might be curtailed, thus jeopardising the travelling facilities. It has, therefore, been suggested that instead of curtailing this service, efforts should be made to divert traffic from ships to air so that the air service is utilised fully.

6.75. It has been stated by the Ministry of Tourism and Civil Aviation in this connection that at present Indian Airlines who are operating this service are incurring heavy losses. For 1974-75, the loss is estimated at Rs. 43.26 lakhs. This is mostly due to the steep increase in the cost of aviation fuel. The price of aviation fuel which was Rs. 515 per KL/Ltr. in 1967-68 is now about Rs. 1570/- per KL/Ltr.

6.76. At present Indian Airlines are operating a bi-weekly service on this sector. The question of enhancing the subsidy payable to Indian Airlines as also of increase in fares so as to reduce the quantum is stated to be under consideration.

One thinking is that the frequency of the service could be reduced to once weekly with change of aircraft from Viscount to HS-748.

6.77. As regards optimising the use of air services by diverting traffic from ships to air, it has been stated that the differential between air and sea fares is not likely to result in large scale diversion of traffic from ship to air.

6.78. The Members of the Committee during the course of their visit to the Islands got a distinct impression that the bi-weekly air service between Calcutta and Port Blair has helped, greatly in bringing the Islands closer to the Mainland. While it may be that the service does not pay for itself commercially, these larger considerations have to be kept in view. The Committee have no doubt that the Government would keep in view this vital factor while examining any proposal of the Corporation for rationalisation of the type of aircraft to be used on these services or regulating frequency thereof or increasing the Fare. The Committee are sure that in arriving at a decision on the issues involved, considerable weightage would be given to the fact that the air services for these Islands are as important as those operating from Calcutta to the North-Eastern regions of the country.

CHAPTER VII

DEVELOPMENT OF FISHERIES

(i) *Fish Landing Targets*

7.1. The Estimates Committee had in paragraphs 7.26 and 7.27 of their 43rd Report (1972-73) made the following recommendations:—

> "The Committee note that the target of fish landing in the Islands was fixed at 2400 M.T. for the 4th Plan period which is likely to be exceeded. They, however, note that the actual requirement of fish for the population was worked out at 4200 M.T. per annum. It was explained to the Committee that the target of 4200 M.T. represents a very high level of fish intake (about 100 grams per day per capita) which does not exist anywhere on the mainland.
>
> The Committee are unable to appreciate why the requirements of fish for the population in the Islands were worked out at 4200 M.T. per annum if these were far above the existing level of consumption of fish and are not feasible of attainment. The Committee would like the Government to work out the requirements of fish for the population of the Islands on a realistic basis and to prepare well-considered schemes for its attainment."

7.2. It was stated in reply furnished in November, 1973 that the targetted level of fish production by the final year of the 4th Plan for Andaman and Nicobar Islands had been fixed at 800 tonnes. The figures of 2400 tonnes reported was apparently the aggregate of fish production for the entire 4th Five Year Plan period. By 1972 fish production reached a level of 780 tonnes for an estimated population of 1.18 lakhs. This represented a per capita net availability of 18.1 grams per day, after allowing 10 per cent for wastage. The per capita availability of Andaman and Nicobar Islands was, therefore, significantly higher than the net per capita availability of 6.9 grams per day for the country as a whole. Since, however, fish represented a readily available food resource in the Andamans, it was con-

sidered desirable to increase availability of fish for consumption in the Islands to a level of 1350 tonnes per annum by the end of the Fifth Plan.

7.3. The National Institute of Nutrition, Hyderabad, has suggested provision of 30 grams of fish and meat in the diet of non-vegetarians.

7.4. On this basis, and taking into consideration the fact that fish was a more readily available food resource in the Islands than meat, it was assessed that the requirement of the population (1972) would be about 1150 tonnes per annum.

7.5. It was stated that the requirements, as assessed above, would be fully met by introduction of twenty mechanised boats under the existing scheme, even taking into account increases in population to the end of the Fifth Plan.

7.6. In March, 1975, the Committee have been informed that the Fourth Plan targetted increasing fish production from a base level of 362 tonnes to 800 tonnes by the final year of the Fourth Plan. The actual fish production by the final year of the 4th Plan was, however, 854 tonnes. A target of attaining a level of 6500 tonnes of fish production was originally fixed with a plan outlay of Rs. 4.5 crores for the Fifth Plan. It has since been decided to scale down the outlay to Rs. 0.94 crores. A revised target of attaining a level of 1600 tonnes of fish production has been fixed. A table showing Fifth Plan outlays for individual schemes is given below:—

Scheme No.	Name of the Scheme	Total Rs. in lakhs
Scheme No. 1	Inland Fisheries Development	1·145
Scheme No. 2	Survey of Fishing Grounds	5·186
Scheme No. 3	Setting up of a Fishermen training centre at Port Blair	2·815
Scheme No. 4	In Service training to departmental personnel	0·230
Scheme No. 5	Strengthening of the department of Fisheries	11·370
Scheme No. 6	Fisheries Extension centre at Car Nicobar	4·377
Scheme No. 7	Settlement of Fishermen families	10·827
Scheme No. 8	Supply of E.F.R.	9·000
Scheme No. 9	Organisation of Fishermen Cooperatives	3·750
Scheme No. 10	Scheme for shark fishing, curing shark liver oil extraction and processing	45·300
	Total	94·000

7.7. During evidence also the representative of the Department of Agriculture stated that the original plan for production was 6500 tons of production of fish, but because of the constraint on resources, the Plan outlay on A&N islands for fisheries had been reduced from Rs. 4.5 crores to Rs. 1 crore and so the physical target had also to be correspondingly scaled down. When pointed out that this could be a productive scheme and, therefore, it should not be subjected to any constraint of resource, the representative stated that apart from the survey of resources, the Central Fisheries Research Corporation, which is based in Calcutta and which is a Government of India Corporation, are planning to enter the Andaman waters with mechanised boats and catch fish and provide the Calcutta market. He informed the Committee that an Officer had visited the Islands and his report was awaited. The mechanised boats of the Corporation were almost ready at Cochin.

7.8. The representative informed the Committee that the fisheries in Andaman Islands will have to be developed in the public sector as well as in the private sector. Now that large concerns were going in for fisheries, they may be asked to set up their bases in the Andamans. Active dialogue was going on with a number of firms. One of the industrial houses had a proposal to set up a base in Andamans in the next few years. He stated that side by side with that, the Central Fisheries Corporation which is primarily established for supplying fish to Calcutta and which sells a lot of fish everyday, has recently been successful in persuading the Calcutta population to take marine fish also.

7.9. It has been stated that, by and large, the present landing of fish is utilised in this Island. However, trial consignments were sent to Calcutta by air using specially designed boxes. The Central Fisheries Corporation has already come to the conclusion that it will be possible to market selected varieties in Calcutta provided the same could be sent in bulk consignments. It would be necessary to provide insulated/refrigerated fish-holds in passenger vessels plying between Andaman and mainland ports for effective marketing of surplus fish arising out of the operation of a longer number of mechanised boats.

7.10. The representative of the Department of Agriculture stated that if the operations of this corporation were successful, it was proposed to entrust them with trawlers work also but it would take some time. The representative was hopeful that the development of fisheries would take place in a big way. But the basic problem

was that there was no fishing tradition in the Islands. There were only about 35 fishermen families who had been settled there. There were about 600 whole time and about 1500 part time fishermen. These fishermen who are already there are likely to take interest in fishing once the boats get into operation. This will bring more revenue to them. There is also a proposal to train them in the operation of mechanised boats as soon as they arrive.

7.11. The inter-Departmental team on Accelerated Development Programme, 1965 had recommended setting up of the following fish-based industries in the islands:—

1. A small fish dehydration plant. Dried fish would have a good market in Ceylon.
2. A fish canning plant eventually to develop an export market.
3. A shark liver oil plant catering mainly to local needs.
4. A small fish-meal plant linked with the by-product of the shark liver oil plant directed mainly to producing feed for poultry and cattle.
5. An ice-plant catering to the needs of the fishery industry.

7.12. The Committee note that in the draft Fifth Five Year Plan, the target of attaining a level of 6500 tons of fish production was originally fixed with a Plan outlay of Rs. 4.5 crores which has since been scaled down to Rs. 0.94 crores and a revised target of attaining a level of 1600 tons of fish production has been fixed. The Committee are given to understand that this revised target of fish production will largely meet the domestic requirements of the inhabitants of Andaman and Nicobar Islands only. They are surprised that the allocations for the Fifth Plan have been reduced by about 75 per cent on the ground of constraint of resources even in the case of a highly productive field as fisheries and in a territory like Andaman and Nicobar Islands which have vast economic potentialities in this field. The Committee would like to emphasise that in the present circumstances when there is an urgent need to attain self-sufficiency in the matter of food and when there is great demand for fish in the country, concerted efforts should be made by Government for development of fisheries and increasing the production of fish in these islands so that not only the demands of the local population may be met in full but fish could be exported to mainland also to meet the requirements of people there, particularly those residing in West Bengal where fish

constitutes part of the staple food. This would also help the economic development of the Islands and would improve the economic conditions of local population.

7.13. The Committee note that the Central Fisheries Corporation which is based in Calcutta is planning to enter the Andamans waters with mechanised boats and attempts are being made to attract some other fishing concerns in the private sector to set up their base in the Andaman and Nicobar Islands. While welcoming these efforts, the Committee recommend that every possible endeavour should be made by Government to encourage the local fishermen also to take to fishing by providing them with mechanised boats and giving them training in the operation of these boats.

7.14. The Committee note that an amount of Rs. 11 lakhs has been earmarked for the purposes of strengthening the Department of Fisheries during the Fifth Plan period. The Committee consider that in the context of an overall allocation of only Rs. 94 lakhs earmarked for Fisheries for the Fifth plan period, the allocation for strengthening the Fisheries Department is rather high. They would, therefore, urge Government to critically review the allocations with a view to ensure that administrative expenses are kept to the absolute minimum level.

7.15. The Committee note that the Inter-departmental team on Accelerated Development Programme, 1965 had recommended the setting up of a number of fish-based industries in Andaman and Nicobar Islands. In this connection, the Committee note that the scheme for shark fishing, curing shark liver oil and extraction and processing has been included in the Fifth Plan. The Committee desire that this scheme should be given high priority during the Plan period and all possible endeavours should be made to achieve the targets laid down in this regard. The Committee also hope that the other schemes recommended by the Inter-Departmental Team will also be implemented early.

(ii) *Basic Data*

7.16. In paragraph 5.53 of their 128th Report (1969-70) the Estimates Committee had observed as under:—

> "The Committee are unhappy to note that Government have undertaken a development programme for fisheries without undertaking any survey so far to assess the potentiality of fisheries in the seas around these Islands. They need hardly stress that a survey is an essential pre-requi-

site of any development programme that may be envisaged in this regard particularly with a view to see its economic and commercial viability. The Committee would, therefore, urge that survey to assess the potentiality of development of fisheries around the Islands may be undertaken as expeditiously as possible."

7.17. In their reply to this recommendation the Government had stated in December, 1970 that:—

"A scheme for the development of Deep Sea survey unit at Port Blair has been included in the Fourth Plan. The Unit is expected to be set up during the current year."

7.18. The N.C.A.E.R. in their Techno-Economic Survey of the Andaman and Nicobar Islands, conducted in 1972, had also observed:—

"In addition, the basic weakness is the non-availability of any basic data on the potential of fish in and around these Island. While some information is available on the type of fish and the type of shoals that move around here, no detailed study seems to have been done and if done, does not seem to have been published on the potential of fish in and around Andamans. It is true that the Japanese and Chinese fishermen come a long way from their homes and fish around these Islands, thereby indicating a profitable source. But this potential has to be evaluated and some quantitative estimates obtained."

7.19. The representative of the Department of Agriculture informed the Committee that in pursuance of the recommendation of the Estimates Committee and on the basis of the programme of expansion of deep sea fishing bases, a deep sea fishing station had been set up at Port Blair, in 1972 with two vessels. They had done survey for nearly two and a half years.

7.20. It has further been stated that the basic data on the fisheries resources available for exploitation is being collected by the Exploratory Fisheries Project located at Port Blair. The Central Marine Fisheries Research Institute of I.C.A.R. has also a sub-station, collecting basic information on the extent of fish production, species composition of catches and biology of economically important species

(iii) *Trawlers for Survey Work*

7.21. In paragraphs 7.9 to 7.14 of the 43rd Report of the Estimates Committee it had been brought out that three old trawlers had been provided to the Administration of Andaman and Nicobar Islands for surveying the fishing grounds which required frequent repairs for which facilities in the Islands were limited. Two of these trawlers had been positioned in the Islands waters since October, 1971. It was classified by the representative of the Ministry of Agriculture during evidence in April, 1973 that all the three trawlers were in working condition. One vessel might be under repair. It was explained that the problem about the difficulty in getting the boats repaired had come up shortly after the boats had been first sent to the Islands in October, 1971. The problems in regard to repairs were stated to be different for different vessels. It was added that the idea in putting these vessels there was not to find out about the availability of fish in these waters for which there was ample evidence but about the type of vessels most suited for the Andaman waters and species of fish available there so as to determine the most useful type of vessels for deployment there.

7.22. In para 7.23 of their 43rd Report, the Estimates Committee had made the following recommendation in regard to repair and intensive use of Trawlers for survey work:—

> "The Committee note that the Department of Agriculture has contended that the three trawlers supplied to the Islands are serviceable but there have been delays in carrying out repairs to the trawlers as repair facilities on the Islands are limited. The Committee urge that Government should pay adequate attention to the provisions of better facilities for repairs to the trawlers on the Islands, so as to increase their utilisation and working."

The Ministry of Agriculture furnished the following reply in November, 1973:—

> "The measures necessary for improving the facilities for repairs of fishing vessels at Port Blair have been examined in detail at a meeting of all concerned. The Fisheries Survey Station at Port Blair has already established its own workshop, and additional items of equipment required have been supplied. A separate current generator is being supplied to meet the present current shortage in Port Blair. A complete range of spare parts for the

vessels, is also being stocked so as to obviate delay resulting from procurement of spare parts from the mainland.

Other factors that tend to inhibit intensive use of survey vessels include absence of facilities for landing and berthing of vessels, loading and unloading of cargo etc. With the completion of a fishing harbour at Phoenix Bay in 1974, the problem of landing and berthing and loading and unloading would be overcome."

7.23. The Study Group of the Estimates Committee were informed during their tour to the Islands in January, 1975 that the fishing harbour in Phoenix Bay at an estimated cost of Rs. 50 lakhs had been taken up and the work was expected to be completed by March, 1975.

7.24. The Committee note that basic data regarding the potential of fish in and around the Andamans and Nicobar Islands is not available and it was only in pursuance of the recommendation of the Estimates Committee, made in May, 1970 that a deep sea fishing station had been set up at Port Blair in 1972, with two vessels which had been doing survey for nearly two and a half years. It is regrettable that the data is still in the process of being collected. The Committee need hardly emphasise that basic data regarding the availability of fish in and around the Islands is a pre-requisite for undertaking development of fisheries and for the maximum utilisation of the fishing potential in that area. The Committee would, therefore, urge that a time-bound programme for the collection of basic data regarding fisheries should be prepared and the work completed most expeditiously. The Committee need hardly point out that the very fact that fishing boats from far off places like Japan, China, Taiwan and Thailand come around these Islands for fishing, is a clear indication of the vast potentialities of fishing in the area.

7.25. The Committee note that adequate repair and maintenance facilities for the trawlers engaged in Survey work have been provided at Port Blair and problems relating to landing and berthing and loading and unloading of cargo etc., have been overcome with the completion of a fishing harbour at Phoenix Bay. Now that these facilities have been made available, the Committee hope that effective steps would be taken to ensure maximum utilisation of each of the trawlers so as to complete the survey work as also to determine and procure early the most suitable vessels for deep sea fishing in these waters according to a time-schedule which should be laid down in this behalf and strictly followed.

(iv) *Acquisition of mechanised fishing boats*

7.26. The Estimates Committee, in paragraph 5.56 of their 128th Report (1969-70) had made the following recommendation:—

> "The Committee also recommend that immediate effective steps should be taken to induct mechanised fishing boats with modern fishing gear and the existing vacuum in the technical know-how should be removed as early as possible so that landing of fish in these Islands might increase considerably. Efforts should also be made to develop deep sea fishing. They would also suggest that arrangements may also be made for giving publicity in improved practices, fishing gear and equipments etc. by holding fairs and exhibitions from time to time."

7.27. In their reply dated the 30th December, 1970, Government had stated as follows:—

> "Twenty mechanised boats (30' & 36') are expected to be received by the Andaman and Nicobar Administration by the end of 1971. For deep sea fishing an exploratory survey unit was expected to be established in the near future. Suggestions of the Committee regarding publicity have been noted and would be implemented."

7.28. Again in April, 1973 the Estimates Committee, in paragraph 7.21 and 7.22 of their 43rd Report observed as follows:—

> "The Committee are concerned to note that despite their recommendation (Paragraph 5.56 S. No. 28, 128th Report) made in May, 1970, there has been inordinate delay in the supply of mechanised fishing boats to the Islands for coastal fishing. While furnishing their reply in December, 1970, Government had visualised receipt of these boats in the Islands by the end of 1971. Yet, the boats have not been supplied to the Andaman and Nicobar Administration so far. The Committee are unhappy that their recommendation though accepted by Government, has not been implemented so far."

7.29. In paragraph 5.57 the Committee had commented as follows:—

> "The Committee note that the delay has been caused by the capsizing of a 36' boat which led to rechecking and re-

designing of boats. The Committee feel that if adequate care had been taken in the beginning itself, in laying down the exact specifications and designs of boats after a careful check, the subsequent confusion and delay would have been avoided. What the Committee would like to emphasise is that, due to delay in implementation of programme of supply of boats, the very purpose of providing mechanised fishing boats, to the Islands *viz.* increase in fish landing has been defeated. They would, therefore, urge that Government should resolve the problem urgently so as to ensure supply of the mechanised boats to the Islands without further delay."

7.30. The following reply was furnished by Government in November, 1973:—

"The observation of the Committee is noted. Special attention is being given to clear the bottlenecks in this scheme. Construction of eight boats is in advanced stage and steps have been taken to sort out technical problems raised by the manufacturers and to supply the engines and accessories for fitment to the hulls."

"Two designs of mechanised boats are proposed to be introduced in the Islands. One of the designs was finalised in 1972, after complete check of stability characteristics etc. by the Mercantile Marine Department. The other designs has also been checked in detail by the Mercantile Marine Department who have suggested certain modifications. Steps are being taken to complete the modifications."

7.31. It was stated on the basis of information received from the manufacturers in March, 1974 that 4 hulls were ready for fitting of engines and the remaining hulls would be ready shortly. Arrangements were being made by the Chief Commissioner, Andamans to supply the engines to the boat yard as well as other items necessary. It was hoped that the boats will be completed within a year.

7.32. The progress made in this regard as in December, 1974 is detailed in the succeeding paragraphs.

7.33. No boat has so far been made available. Tender for supply of 8 numbers 36′ boats was accepted by the Director-General of Supplies and Disposal on 27th February, 1971 and M/s. Ruby

Engineering and Boat Building Corporation, Cochin were entrusted with the construction of 8 hulls at a cost of Rs. 60,000 each. The engines, according to the contract had to be supplied by the owner. The delay in construction of these boats by the firm was mainly due to non-supply of drawing and the owner supply items in time. Action for construction of these boats was taken at the Government of India level by the Ministry of Agriculture.

7.34. The Administration was instructed by the Ministry of Agriculture to place a sum of Rs. 25000 at the disposal of the Deputy Director, Offshore Fishing Station, Calcutta for meeting the transportation charges of engines from Calcutta to Cochin for installation in the mechanised fishing boats under construction at Cochin. The amount was accordingly sent by the Bank Draft.

7.35. According to the position obtaining in April, 1975, the construction was in an advanced stage in respect of 7 boats and the boats were likely to be delivered before the end of May, 1975. Construction of the 8th boat had been called off in the absence of suitable engine.

7.36. In regard to the future plans for procuring more mechanised fishing boats for use in the Islands, it has been stated that the working of the mechanised fishing boats will have to be studied so as to make future plan for procuring more mechanised fishing boats for use in the Islands.

7.37. The Committee are constrained to observe that although twenty mechanised boats were expected to be received by the Andaman and Nicobar Administration by the end of 1971, not a single boat has been received even upto April, 1975. In respect of 7 boats, the construction was stated to be in an advanced state. The Committee are not convinced with the reasons advanced by the Government for delay in acquiring these boats. The Committee deplore the casual manner in which the matter of acquisition of mechanised fishing boats has been dealt with by the Government which has greatly hampered the development of fishing in the Islands. The Committee recommend that Government should give top-priority to the acquisition of these mechanised fishing boats and ensure that they are put into operation without delay. The Committee would also like Government to fix responsibility for such unconscionable delays and inform them of the action taken.

7.38. The Committee further recommend that based on the operation of these mechanised boats, Government should induct more mechanised boats of suitable design according to a time-bound

programme so as to step up the production of fish in these Islands considerably.

7.39. The Committee stress that Government should take concerted measures to train local people in the operation of these boats so as to create interest in the local population for going in for fishing on a larger scale and thus improve their economic condition.

(v) *Training for Fishermen's Cooperatives*

7.40. In paragraph 5.54 of their 128th Report (1969-70), presented to Lok Sabha in May, 1970 the Estimates Committee had recommended:—

> "The Committee regret to note that the Fishermen Cooperatives are suffering largely due to lack of leadership amongst the members who are unaware of the cooperative principles on which the movement is to be led to progress. The statement of the Administration that they have no adequate know-how for this work either, is rather surprising. The Committee feel that guidance could have been sought by the Administration in this respect from the Ministry of Food, Agriculture, Community Development and Cooperation so that the Fishermen Cooperatives could have made some progress in achieving the aims for which they were established. The Committee hope that necessary steps will now be taken in this regard to boost up the cooperative movement in these Islands."

7.41. In their reply furnished to the Committee in December, 1970, Government had stated as follows:—

> "The recommendation that steps should be taken to stimulate and organise the cooperative movement in the field of fisheries in the Islands is accepted. A review of the position will be made by the Ministry of Food, Agriculture, C.D. and Cooperation in consultation with Andaman Administration and suitable programme framed."

7.42. Reviewing the progress made in this regard the Committee, in paragraph 7.24 of their 43rd Report presented to Lok Sabha in May, 1970 observed as follows:—

> "The Committee regret to note that though their recommendation for stimulating and organising fishermen Coope-

ratives on the Islands, made in April, 1970, had been accepted by Government, no progress has been made in this regard so far. They are constrained to observe that though the Ministry of Agriculture were considering to prepare a draft scheme for training and education of the Fishermen's Cooperatives in the Islands in May, 1971, after their Officer has visited the Islands, no Officer from the Ministry of Agriculture has yet visited the Islands and no scheme was submitted till very recently."

7.43. In their reply furnished in November, 1973 the Ministry of Agriculture reported as follows:—

"The question of providing cooperative education to the members of Fishermen cooperatives is an all India one and not confined to these Islands alone. As no facilities exist at present exclusively for the education of fishermen members of cooperatives in the country, the National Cooperative Union of India which is in overall charge of planning, supervision and coordination of member education programme, was requested to frame suitable scheme for the education of members of fishermen cooperatives. The NCUI has written to the concerned State Cooperative Unions in the matter but has still not received replies from some of them to enable it to finalise the scheme which will be submitted to the Government before implementation. The matter is being pursued with the N.C.U.I."

7.44. Asked whether the officer of the Ministry of Agriculture who was to visit the Islands and submit scheme for stimulating and organising fishermen's cooperatives on the Islands had since visited the Islands and submitted the scheme, the Ministry of Agriculture stated in a written note in March, 1974 that it was originally proposed that Director (Cooperative Training) of the Department of Cooperation might visit the Islands to collect basic information with a view to undertaking cooperation training programme. However, the Department of Cooperation prepared a programme of training and furnished the same to the Andamans Administration on the 8th February, 1974. The Administration has been asked to organise the physical arrangements for holding the courses. It has also been decided to depute two Officers from the Committee for Cooperative Union (N.C.U.I.) to conduct the training course as soon as dates are fixed by the Local Administration.

7.45. A scheme for organisation of training to fishermen cooperatives has been formulated for implementation during the Fifth Five Year Plan on the basis of training materials furnished by the Ministry of Agriculture in February, 1974. The programme of training envisaged by the Ministry is as under:—

(i) One course of 5 to 7 days duration for members, prospective members and office bearers of fisheries cooperatives at one location in these Islands.

(ii) One course of training for Secretaries of Societies and employees of the Cooperative Department and Fisheries Department.

(iii) The courses are to be organised during the period of vacation of the schools, one following the other. Due to the paucity of accommodation for the prospective trainees, the classes will be conducted by two Officers of the Committee for Cooperative Training, New Delhi, assisted by one Officer of the Fisheries department of the Administration and one officer conversant with cooperative audit.

7.46. It has been stated subsequently that further action is in hand to implement the training programme mentioned above.

7.47. The Committee regret to point out that although they have been pursuing the question of providing guidance and training to Fishermen Cooperatives in the Islands since May, 1970, no training has been extended to them so far. They note that arrangements have been made only now to impart training and education to fishermen cooperatives in the Islands during the Fifth Five Year Plan period with a view to stimulating and organising fishermen cooperatives on the Islands. The Committee stress that the training programme should be implemented without further delay so that fishermen's cooperatives could be organised effectively in the interest of increased fish landing and greater participation by these Islanders in the economic activities. The Committee have no doubt that the result of training programme would be kept under review so as to effect necessary improvements, without loss of time.

7.48. The Committee feel that with a view to make up for the lack of a fishing tradition in the Andaman and Nicobar Islands it

will be appropriate from the long-term perspective if the training in fisheries is initiated at the school level itself. The Committee would, therefore, recommend that necessary steps should be taken to introduce fisheries accompanied by practical training as a compulsory subject in the schools in the Islands.

CHAPTER VIII

TOURISM

8.1. The Estimates Committee had in paragraph 6.55 of their 128th Report (1969-70) had made the following recommendation in regard to the development of Tourism in the Andaman and Nicobar Islands:—

> "The Committee would recommend that the Indian Tourist Development Corporation should be asked to develop facilities for the Indian Tourists. The Department of Tourism should also take active interest in development of tourism in these Islands. The work may be coordinated by a Tourist Cell in the Andaman and Nicobar Administration. They also feel that in order to attract tourists at least from the mainland, tourist literature should be brought out from time to time and given due publicity in the mainland through Department of Tourism. A short documentary film showing the various tourist spots, historical monuments and memorials such as Cellular Jail, life of the tribals etc. may be produced and shown in big cities of the country with a view to attract tourists to these Islands."

8.2. Accepting the recommendation of the Committee Government had stated in their reply furnished in February, 1971 that:—

> "The recommendation is accepted in principle by the Government. Steps will be taken to develop tourism in the Islands for Indian tourists."

8.3. The Committee were informed subsequently that the Administration had consulted the Regional Tourist Council for the Eastern Region in the matter and the Director, Government of India Tourist Office, Department of Tourism, Calcutta visited these Islands from 16th to 20th November, 1970. He has furnished his report giving various recommendations for improvement of tourism here. On appointment of a Publicity (Information) Officer, who will also be incharge of 'Tourism' action on these recommendations will be pursued. The post of Publicity Officer has already been created and is likely to be filled up by the Government of India shortly.

8.4. Material for fresh and revised literature has been collected and will be published shortly.

8.5. A documentary Film entitled "Happy Islands" depicting the various features of these Islands including places of historical interest has been produced by the Films Division of Government of India and screened in important cities on the mainland. Another film entitled "Hope for the Future" in which some aspects of the Andaman and Nicobar Islands have been portrayed has also been released by the Ministry of Information and Broadcasting. It is understood that the Films Division of the Government of India is now intending to make a film on the "Vanishing Tribes in Andaman and Nicobar Islands."

8.6. In paragraph 6.56 of the said Report, the Committee had suggested that Government may consider the feasibility of throwing open to foreign tourists certain parts of Andaman and Nicobar Islands where security reasons so permitted.

8.7. It was stated by Government in reply that:—

"The Recommendation is noted and is being examined."

8.8. The Committee were, however, informed subsequently that the matter was taken up with the Ministry of Home Affairs but the Ministry has informed that it is not possible to open these islands to foreign tourists.

8.9. The scenic beauty of the islands, their historical importance and anthropological and socio-economic peculiarities underlining the vast potential of the Islands for Tourism, described in the Techno-Economic Survey of the Islands by N.C.A.E.R. (1972) are given below:—

"The Security of the Islands is everywhere strikingly beautiful. The surrounding waters are studded in many directions with numerous small islets, many of them exceedingly pretty and picturesque in appearance, rising as they do like beautiful green oases in the wild waste of the blue ocean, that lashes their rocky shores'. The undulating terrain, the interplay of land, sea and creeks, the bright white strips of sea beaches that skirt the blue days, the rich tropical forests fringed with bright green mangroves, all combine to enhance the scenic values of the islands in a way not to be found anywhere else in the country.

Katchal, Long Islands, Port Meadows, Interview Island, Nancowrie Harbour, Car Nicobar Island, the Peub Milo Bay in Little Nicobar are all extremely picturesque localities, awaiting development as tourist attractions. For the tourists, the natural features of the Nicobar areas can be equally attractive. In fact they have more possibilities with beach and water sports, swimming, surf riding etc. When the weather is calm and the sky clear, the seas around these Islands are a brilliant blue. The shallow clear waters close to the shores are vividly bright with multi-coloured corals, fish and other forms of life. It is interesting to watch the Nicobarese wade into the seas after sunset to catch octopus by hand, for food. And their hunt for turtles is equally interesting. Sailing around these Islands can be a delight, with flying-fish darting in every direction just ahead of the ship, schools of porpoises tumbling out of sight or shoals of silver-belled fish shimmering as they slide away just under the surface of the water."

8.10. Port Blair itself, a clean town with its quaint wooden houses, and set in the midst of rolling hills, gives the impression of a picturesque hill station, though the coconut palms are reassuringly at almost sea level. Cellular Jail and other places of historical and natural interest add to the attraction of the town. The unique vegetation of the Islands abounding in large variety of species can be of immense interest both for scientific brains and aesthetic minds. The aboriginals, the Andamanese, Onges and Jarawas, nearing almost extinction also provide great anthropological and socio-economic study. Thus the Islands have immense scope for development of tourism in the territory.

8.11. It has, however, been stated in the N.C.A.E.R. report that:—

"the basic difficulty is that foreigners are not allowed to enter Andamans. Prohibition is also in force in these Islands. It has, therefore, to be basically a tourist attraction for people from the mainland. Any middle class tourist attraction is ruled out because of high transport cost. The rich and the upper classes alone have the resources to travel to these Islands. No doubt, for the busy industrial executives or senior level Government officers or lawyers and doctors, the Andaman Islands offer excellent tourist attraction....No doubt, these Islands offer excellent scenic beauty. However, with the existing facilities with Ad-

ministration there is need for effective propaganda and promotional effort for increasing the tourist traffic. Many people in the mainland, even educated people, still think that going to the Andaman and Nicobar Islands is no pleasure. It will be better if some promotional campaign is undertaken through newspapers and short films. The Films Division of the Government of India can also help by taking a few documentaries and by highlighting the tourist interest in these Islands."

8.12. The Committee wanted to know, if any study regarding the tourist potential of the Islands had been made and whether any schemes had been formulated for the development of tourist facilities on the Islands. The representative of the Department of Tourism stated during evidence in March, 1975 that until December, 1973 there were restrictions particularly for foreign tourists to enter into these Islands and therefore no tourist schemes were undertaken for these Islands during the Fourth Plan or earlier Plans. Even now, as far as international tourists were concerned, they were permitted entry into the Andaman and Nicobar Islands only on a very limited basis, particularly so, because the infrastructure was so limited that not more than 16 people could be accommodated in the Tourist Home. Therefore, the Department of Tourism felt that unless the basic infrastructure was improved and adequate facilities were provided, it would not be worthwhile to promote these Islands on international basis. The Administration had provided Rs. 5 lakhs for the Fifth Five Year Plan and for the limited number of tourists who would be visiting these Islands, this amount of Rs. 5 lakhs would suffice in augmenting the accommodation facilities as also the transportation facilities.

8.13. The representative of the Department of Tourism added that:—

"The India Tourism Development Corporation can provide accommodation. But then what about the basic infrastructure; what about the water supply; what about the electricity supply; what about the communication facilities; and what about other facilities like recreation? We look towards the growth of tourism as a combination of both development and conservation of the environment and marine life. Supposing forest wealth is cut down for plantation purposes or fishing is developed to the extent that the marine life is decimated, then the tourists will not visit

the islands. Unless we ensure that there is a proper master plan for development not only for tourism but for the economic development of the islands, it would not be worthwhile to go into Tourism development alone. Even if the infrastructure is built up, supposing after five years, we find that there is no marine life, what happens is that the facilities that have been provided will go waste."

8.14. In this connection, the Chief Commissioner stated during evidence that:—

"..... We have a limited accommodation and we have been insisting that all groups that come there should come through the Tourist Department. We have been trying to see that the number is controlled. We have been saying that in one month one group consisting of about 16 people should come. We had the experience in handling such groups in the months of November-December, 1974. They went away very contented and happy and they wrote very cheerful letters about the type of things that we had to offer there. I feel that if we continue the induction in a restricted manner on a limited number, and if the I.T.D.C. helps us in building up accommodation which we are short of, as the communication facilities improve and if the numbers are controlled, we would have enough to offer to the foreign tourists."

8.15. The representative of the Department of Tourism promised that the Department would look into the matter of feasibility studies, as well as of augmenting accommodation and transport in consultation with the Administration.

8.16. As regards the tourists from the mainland the Study Group were informed during their tour to the islands in January, 1975 that while it is difficult to make a correct assessment of the number of Indian tourists visiting these islands, the number of tourists for whom accommodation is arranged in Tourists Home etc. has been estimated at between 400 and 500 per year. The Chief Commissioner stated during evidence that no statistics were being maintained. The number was, however, increasing substantially. Freedom fighters had also been visiting. A group of 300 persons visited once. A convention had since been established that groups of 30 to 35 freedom fighters would come by each ship. The Chief Commissioner stated that if the Shipping fares were not increased very much, it would act as an attraction for the students to come.

8.17. During tour of the Study Group to the Island in January, 1975 they were informed that Government of India had agreed to open up the Andaman Group of Islands, to foreign tourist traffic by issue of permits on a selective basis. Two parties of foreign tourists numbering 29 were at that time on a visit to the Islands. A few other foreign tourists had visited the territory with Government permission. For development of tourism, a tourist home has been built at Port Blair and a small guest house has been constructed at Coryn's Cove. Garden Umbrellas, Chairs and a pavilion with provision for fresh water bath have been arranged at Corbyn's cove. One dormitary for low and middle income group tourists has been built at Port Blair. A Rest House has been built at Wandoor and a Hawaghar at Mount Harriet. One mini-bus has been purchased and put into commission. The establishment of a Directorate of Tourism has been proposed in the Fifth Five Year Plan.

8.18. The Committee note that Andaman and Nicobar Islands have vast potentialities for tourism in view of their scenic beauty, historical importance and socio-economic peculiarities. However, the tourist traffic at present is small. About 400 to 500 tourists visit the Islands annually from the mainland. The Islands have also recently been opened up to foreign tourists on a selective basis.

The Committee further note that the absence of necessary infrastructure facilities is the main impediment in the way of increasing the tourist traffic in larger number to the Islands. Although some officials of the Department of Tourism who had visited the Islands have reported about the tremendous potential Andamans and Nicobar Islands hold for tourism, no concerted efforts have so far been made to promote tourism in the Islands in a big way and only a small sum of Rs. 5 lakhs has been provided in the Fifth Five Year Plan for providing facilities to tourists who would be visiting these Islands. The Committee recommend that in view of the vast potentialities of development of these Islands as a Tourist Centre, a master plan with indicative priorities for the development of tourism in the Islands and for development of infrastructure may be prepared with the expert help of Union Department of Tourism and concrete measures taken to implement it as per a time-bound programme.

8.19. The Committee recommend that concerted efforts should be made to attract tourists from the mainland particularly students and youth etc., to visit these islands by organising educational tours and trekking parties as this can go a long way in promoting national integration and acquainting the people in the mainland about the con-

ditions and way of life in this remote part of our country. The Committee would like that every possible inducement like concessional rate of fares, boarding and lodging facilities at cheap rates should be provided for this purpose.

8.20. The beauty and splendour of these Islands should be widely publicised and the success achieved in attracting tourists reviewed every year with a view to improving the facilities.

CHAPTER IX

TRIBALS AND SETTLER'S PROBLEMS

(i) *Care of Tribals*

9.1. The Estimates Committee had in paragraph 8.6 of their 43rd Report recommended as follows:—

> "The Committee are distressed to note that a sum of about Rs. 15,000 per year given by the Administration for the uplift of the Tribals, was mostly utilised towards payment of salaries and allowances of the social workers working with the tribesmen. The Committee are unable to appreciate why necessary funds were not earmarked and made available for the concrete welfare schemes for Onge tribe. They desire that this should be done forthwith."

9.2. It has been stated by Government in their reply furnished in November, 1973 that:—

> "The grant-in-aid sanctioned during last two years to the B.A.S.S. (Bhartiya Adimjati Sewak Sangh) to cover the pay and allowances of the social workers is as under:—
>
> | | |
> |---|---|
> | 1971-72 | Rs. 20,721.31 |
> | 1972-73 | Rs. 14,140.92 |
>
> This grant is only a part of the total outlay of Rs. 8.278 lakhs earmarked under Tribal Welfare Schemes during Fourth Plan of which Rs. 1.480 lakhs was the outlay for the year 1972-73.
>
> The Onges are still leading a semi-nomadic life and welfare activities among them can be taken up only gradually. A large coconut plantation has been raised near Dugong Creek and 46 out of 123 Onges have been settled near this plantation. Onges extract Dhup Resin from forest areas reserved for them and market Dhup and coconuts at Hut Bay in exchange for clothes and other consumers goods. Suitable schemes for the welfare of the tribal people have also been proposed in the Fifth Five Year Plan of this Territory."

9.3. In regard to medical care of the Onge tribals in Andaman and Nicobar Islands, the Estimates Committee had recommended in paragraph 8.7 of their 43rd Report that:—

> "The Committee regretfully note that according to Government's own admission, there are no proper arrangements for providing medical care to the Onges. Due to paucity of doctors in the Andamans, it has not been possible to provide a special doctor for them. The Committee feel that, in view of the limited number of Onge tribals in Andamans, the Administration should immediately take effective steps to improve the living conditions of the Onge tribals and provide medical care for them."

9.4. It was stated by Government in reply that:—

> "There is a dispensary at little Andaman under the charge of qualified Doctor which provides medical aid to the general public of that Island including Onges. Medical care provided to Onges is considered adequate. It has been decided to depute a Sanitary Inspector from Port Blair to visit Little Andaman periodically to educate Onges on healthy living."

9.5. In paragraph 8.8 of their 43rd Report the Committee had recommended that:—

> "The Committee would further suggest that social service organisations of proven merit and dedicated to the cause of tribals like the Ramakrishna Mission might be got interested in the welfare of the Tribals on these Islands. Government may also consider approaching the Council of Medical Research and All India Institute of Medical Sciences to establish extension centres in the Andaman and Nicobar Islands for studying and providing intensive medical care to the Onges and other tribals whose numbers are fast diminishing."

This recommendation was accepted by Government. It was stated that necessary action to implement it would be taken by the Andaman and Nicobar Administration.

9.6. During the evidence before the Committee the Chief Commissioner stated that the Great Andamanese were a vanishing

tribe and the Administration was putting up a struggle to protest them. They had been put on the Strait Island where a dispensary had been set up with a Compounder, a village level worker and a social worker of Bhartiya Adimjati Sewak Sangh to look after these people. Unfortunately they had been exposed to opium addiction and it would be a very hard struggle to save them from complete extinction.

9.7. Regarding the Jarawas, the Chief Commissioner stated that contacts had been established with them in February-April last year. These contracts were continued throughout the last year. There was, however, a trouble with some Karan tribesmen who entered their territory for fishing. This infuriated them. This incident gave a set-back to the programme of befriending Jarawas. He hoped that it will be possible to maintain contacts with them. He was of the view that the Jarawas and Sentinelese should be left alone for the next eight to ten years, except for these cursory contacts and giving of gifts, because until a greater anthropological knowledge was obtained, their survival would perhaps depend on their remaining in natural conditions.

9.8. Asked if there was any Social Welfare Department for the Tribals in Andamans, the Chief Commissioner stated:—

> "We are thinking of setting up a Tribal Welfare Directorate. At the moment the Deputy Commissioner is also *ex-officio* Director of Tribal Welfare and he executes the Tribal Welfare Schemes. But in the Fifth Plan we have a proposal to set up in the Chief Commissioner's office a Tribal Welfare Directorate to oversee the Welfare Schemes for the tribal people."

9.9. Asked to state the specific steps taken by Government in implementation of the recommendation of the Committee regarding taking the help of social service organization, Government have stated in a written note in March, 1975 that "At present a social service organisation, *viz.*, Bharatiya Adimjati Sewak Sangh is working among the tribals in this territory. This organisation has deputed two of their social workers to these Islands, one of whom is living and working among the Onges in Little Andaman and the other among the Andamanese settled in Strait Island to look after their welfare and provide necessary guidance and assistance to them to take to a settled way of life. Grant-in-aid is being given to the Bhartiya Adimjati Sewak Sangh to meet the establishment charges of the social workers."

9.10. It has been stated that the Andaman and Nicobar Administration will take up with Rama Krishna Mission the question of establishing their Unit in this territory to work among the tribals for their welfare. The Indian Council of Medical Research, New Delhi will also be approached by the Andaman and Nicobar Administration to establish extension centres in these Islands for studying and providing intensive medical care to the needy tribes.

9.11. The Committee are glad to note that Government have taken concrete measures for the sustenance and medical care of the Onge tribals by setting up a coconut plantation as also a dispensary for them. They are, however, concerned to note that the Great Andamanese which is a vanishing tribe and whose number is only 24 at present, are exposed to opium addiction. The Committee appreciate that the present plight of the tribe of Great Andamanese is a direct legacy of the erstwhile colonial administration and that a great responsibility devolves on the present Administration for promoting by all possible means the preservation and development of this tribe with its distinct individuality as healthy and esteemed members of the fraternity of Indian citizens. The Committee urge that every effort should be made to preserve this vanishing tribe by taking the help of socio-medical experts to wean them from opium addiction.

9.12. The Committee further note that there have not been many contacts with the Jarawas and Sentinelese tribals and that according to the Administration these tribals should be left alone for the next 8 to 10 years. The Committee feel that this period of 8 to 10 years is very long and that efforts should be made to gather anthropological knowledge about these tribals so as to establish closer contacts with them with a view to ensure their survival. The Committee would like to stress that the preservation of the tribals is the foremost duty of Government and every effort should be made to save these tribals from extinction.

9.13. The Committee regret to note that although in their 43rd Report they had urged the Government to solicit the cooperation of social service organisations like Rama Krishna Mission for the welfare of the tribals and the council of Medical Research and All India Institute of Medical Sciences to set up extension centres in the Andaman and Nicobar Islands for providing expert medical care to the inhabitants, no concrete action has so far been taken by Government in spite of their having sent earlier intimation of acceptance of this recommendation of the Committee. The Com-

mittee would urge that expeditious action should be taken to approach these oragnisations to work among the tribals.

9.14. It was reported to the Members of the Committee during their tour of the Andaman and Nicobar Islands that in opening up these places to outsiders special care should be taken to see that the way of life which very much suited the genius of the people was not disturbed. The Committee are glad that the Government at all levels are aware of this wide-spread sentiment amongst the people. They have no doubt that the development schemes and other administrative machinery would be so regulated as to leave the life and culture of the Islanders undisturbed so that they can develop their potentialities according to their genius with, of course, all the assistance that the Central Government can extend to them in this laudable objective.

9.15. The Committee are surprised to note that so far no separate Tribal Welfare Directorate has been set up in the Andaman and Nicobar Islands and the work is being looked after by the Deputy Commissioner in addition to his other duties. The Committee feel that the requirements of tribals need to be studied continuously in depth by persons who are well-versed in anthropology and sociology and have first-hand experience of actual living conditions obtaining among the tribals. It should be possible for the Government to find the requisite expert personnel for providing guidance at the level of the Chief Commissioner and in the field within the current financial year.

The Committee have no doubt that in giving effect to the above recommendations Government would ensure that no avoidable additional expenditure is incurred as it should be possible to effect corresponding economy in administrative staff by rationalisation.

(ii) *Grievances of Sri Lanka Repatriates*

9.16. During the tour of the Study Group of the Estimates Committee to the Andaman and Nicobar Islands in January, 1975 it was brought to their notice at Katchal that the employment opportunities available to some of the Sri Lanka repatriates were less than those promised to them at the time of settlement in Katchal. They also thought that they were not being treated at par with East Pakistan refugees. During evidence before the Committee the representatives of the Department of Rehabilitation stated that only one member of the family of Sri Lanka repatriates was given employment while they had been told, when they were sent

from Sri Lanka, that two members would be given employment. The representative informed the Committee that orders had been issued to the effect that two members of each family should be given employment.

9.17. When pointed out that some of the repatriates from Sri Lanka were unhappy and had a feeling of being discriminated against, the representative stated:—

> "I do not know what the other grievances are. We will certainly request the Chief Development Commissioner to look into these and see to what extent we can remove them.
>
> As regards discrimination, there is no discrimination between one set of refugees and another set of refugees. Of course, the pattern of resettlement in each island differs to some extent. In Little Andaman, we give five acres of land, whereas in Katchal all that is available is employment in the plantation. I may inform the Committee that in Little Andamans, we have inducted repatriates from Sri Lanka as well as refugees from former East Pakistan. They are given the same facilities. There is no discrimination."

9.18. He assured the Committee that "There would be no discrimination.....we will request our Chief Commissioner to visit Katchal and look into their grievances."

9.19. Some of the repatriates from Sri Lanka have represented to the Committee that the employment opportunities provided to them were less than those promised at the time of their resettlement. The Committee have been assured during evidence that two members of each family of the repatriates would be provided with employment as promised. The Committee need hardly stress that the assurances given to the repatriates to the Islands should be made after careful consideration and once made should be implemented fully to sustain their faith in the Administration.

The Committee would further like Government to keep in close touch with the repatriates regularly so as to remove the genuine grievances of the repatriates at the earliest, as otherwise even the minor grievances, if left unattended to for long, tend to generate tensions later on.

(iii) *Communications*

9.20. During the tour of the Study Group of Estimates Committee to the Andamans in January, 1975, it was represented to the Committee at Little Andaman and Katchal that these islands, being isolated places, with boat service twice a month only, the mail is received very late and it takes generally about 30 to 45 days for a letter to reach there. Further, the postal wireless has stopped accepting telegrams for some time past. To overcome this difficulty, it was suggested that the postal authorities should be instructed to accept telegrams. Further, helicoptor service twice a week was suggested to carry mail.

9.21. It has been stated in this connection that an extra Departmental Branch post office was opened at Kapanga in East Bay Katchal from 13th March, 1968 and another one at Hut Bay in Little Andaman on the 9th August, 1969. Since then the postal facilities are available in these places. The Post Office at Hut Bay has subsequently been upgraded to the status of a departmental sub-office from April, 1972.

9.22. Till, 1965, when the inter-island vessel, TSS 'Yerewa' was put into commission, there was no scheduled ferry service to the southern group of islands including Little Andaman. Even after the introduction of ferry services to the southern group, the services were not so frequent, till the second vessel MV 'Onge' was put into inter-island service in 1967. Thereafter, however, the position has considerably improved and now there are regular/scheduled ferry services to the southern group every fortnight, facilitating carriage of mail as well, to these places.

9.23. It has been further stated that there are no civil wireless stations in Little Andaman and Katchal. However, telegraph facilities to Little Andaman through Police Wireless grid have been made available. Although sanction for extension of telegraph facilities to Kapanga in East Bay Katchal, among other places, through Police wireless grid was accorded by the Government of India in 1973, the facility could not be made available to Kapanga so far for want of creation of posts of additional staff to handle the additional work load in the Police Radio Station there. Necessary proposal for creation of additional posts of Radio Operators has been sent by the Administration to the Government of India and is under consideration. In the meantime, it has been decided to extend telegraph facility to Kapanga in East Bay Katchal with the

existing staff after making internal adjustments till Government of India's sanction for the additional posts is communicated.

9.24. It has been stated that the question of placing helicoptors at the disposal of the Administration is linked up with the question of acquiring aircraft/helicoptors for the civil administration and is presently under consideration of the Government of India. After a decision in this regard is taken, it will be considered if helicoptors could be used for carriage of mail also.

9.25. The Committee note that some Islands like Little Andaman and Katchal which are isolated and where the boat service is very infrequent are facing difficulties with regard to postal communication. It needs hardly to be pointed out that provision of communication facilities is a basic infra-structure required for the development of any area. Such facilities also provide an important medium for emotional integration with the mainland and this holds special significance for the settlers who have their relatives and friends in far-flung areas in the mainland. The Committee would, therefore, recommend that Government should take concerted measures on a priority basis to improve the communication facilities not only within the Islands but also with the mainland. The Committee also recommend that arrangements should be made on an urgent basis for providing telegraph facilities on all important settlements in the Islands, particularly in the Southern Group, on a regular basis.

9.26. The Committee are concerned to note that although sanction for extension of telegraph facilities to Kapanga in East Bay Katchal, through police wireless grid, was accorded by the Government of India as far back as 1973 the facility could not be made available to Kapanga so far, for want of creation of posts of additional staff to handle the additional workload in the Police Radio Station there. The Committee understand that necessary proposal for creation of additional posts of radio operators has already been sent by the Andaman Administration to Government of India and is under their consideration. The Committee strongly urge that the matter should be expedited and all formalities completed without further delay so that telegraph facilities are made available to Kapanga and other places concerned through the police wireless grid.

9.27. The Committee hope that the arrangements for carrying mail through aircraft/helicopters etc. will also be made as soon as helicopters are made available to the Islands for civil administration.

(iv) *Milch and Plough Cattle*

9.28. The Estimates Committee in paragraph 5.79 of their 128th Report (1969-70) had observed:—

> "The Committee regret to note that these Islands are facing acute scarcity of milk for a long time and nothing could be done for want of cattle carrier. In view of the fact that milk is a "must" for a balanced diet, the Committee strongly feel that there is need for a crash programme for cattle, and diary development which will have a substantial impact on milk production so that the minimum requirement of milk *per capita* may be achieved as early as possible. The Committee consider that the grading up of cow, and thereby raising the milk yield is a necessity and, therefore, they hope that the programme for starting a composite farm will be undertaken by Government at an early date."

9.29. Accepting the recommendation of the Committee, Government had stated in reply in December, 1970 that:—

> "The recommendation is accepted. The problem of cattle carrier has been solved for the time being by installing cattle-pens in M.V. 'Nicobar'. 137 milch animals have already been brought to the Islands and about 321 more are proposed to be brought during the current year. In addition, eighty milch animals under the Normal Area Development Programme will also be brought for supply to the needy and deserving persons.
>
> It is proposed to set up a Composite Livestock Farm under the Accelerated Development Programme at Little Andaman. Preliminary work in connection with the establishment of the farm is expected to be started next year.
>
> It is proposed to intensify cattle development activities during the Fourth Plan period by establishing four more Key Village Units in South Andaman and five such units in North and Middle Andaman."

9.30. In regard to the requirements of Plough Cattle for the settlers in Andaman and Nicobar Islands, the Estimates Committee had recommended in paragraph 5.85 of their 128th Report (1969-70) as follows:—

> "The Committee note that the requirements of plough cattle of all the settlers from 1949 were fully met but after 1960

there has been a paucity of plough animals in these Islands and it has not been possible to import these work animals from the mainland. The Committee need hardly stress the indispensability of these work animals in agriculture, without which it will be impossible to make any progress in this field. They, therefore, recommend that every effort should be made by the Administration to provide at least a pair of plough animals to each family as early as possible."

9.31. While accepting the above recommendation, Government had stated in their reply in December, 1970 that:—

"That recommendation is accepted. Out of 555 families being resettled under the Special Areas Development Programme, 480 families have already been able to purchase plough animals out of the loan assistance given to them and the remaining 75 families will purchase the same in due course. Subsidy is granted on the total cost of plough cattle incurred by the settlers including the cost on transportation and other incidental charges from mainland port to the port of unloading. Free deck/bunk passage is also allowed from mainland port to Port Blair at the rate of one passage for escorting five dry animals."

9.32. During their tour to the islands in January, 1975 it was represented to the Study Group of the Estimates Committee at Campbell Bay that it had been decided by Government to start cultivation in Great Nicobar by mechanised means and some tractors were provided under this project. The Study Group, however, gathered an impression after meeting the settlers that mechanised cultivation had not been uniformly successful due to heavy rain. As such to improve cultivation, plough animals were considered to be essential. It was, therefore, represented that efforts should be made to provide animals to all settlers immediately.

9.33. The Committee wanted to know the present requirements and availability of milch and work cattle in Andamans and Nicobar Islands. The Committee have been informed in this connection that approximate requirements of milch and work cattle for this Territory are 18,000 and 12,000 respectively. Estimated availability of milch and work cattle in the Islands are 12,719 and 9,190 respectively.

9.34. Asked to state the progress made in this regard during the Fourth Plan, it has been stated that two schemes were formulated

by the Andaman and Nicobar Administration for procuring milch cattle from Mainland during the plan period entailing an outlay of Rupees 4.6 lakhs. The scheme of supply of milch cattle envisaged procurement of 300 animals for distribution to farmers at one-third of landed cost of animals as subsidy, one-third as loan, and interested buyers were required to pay one-third of cost of animal in cash. The other scheme of obtaining cattle from wild cattle catching scheme operated by Government of India, (Ministry of Agriculture) envisaged supply of 100 animals to farmers at 75 per cent of cost. In both the schemes targets could not be achieved in full due to lack of response from farmers. Only 16 animals under the former scheme could be distributed.

9.35. During the Fifth Five Year Plan three schemes namely (1) Supply of milch cattle, (2) composite livestock farm and (3) cattle development scheme expansion key village block have been formulated entailing an outlay of Rs. 24.8 lakhs. Animals health coverage schemes are indirectly related to in animal production. Targets of production for Fifth Five Year Plan in respect of milch and work cattle including buffaloes are 3,200 and 5,395 respectively.

9.36. The Committee regret to note that although the need for a crash programme for cattle and dairy development was emphasised as early as in 1969, the shortage of milch and work cattle in the Islands still persists. As against the requirements of milch and work cattle of 18,000 and 12,000 the estimated availability thereof at present is only 12,719 and 9,190 respectively. The Committee also note that the targets envisaged under the schemes of supply of 300 animals for distribution to farmers at one-third of landed cost of animals in cash and 100 animals at 75 per cent of cost under the wild animal catching scheme, could not be achieved due to poor response from the farmers. Only 16 animals under the former scheme could be distributed.

The Committee cannot but record their grave sense of concern and disappointment at this unsatisfactory performance of the Administration to meet the genuine needs for cattle of the settlers. The Committee have a feeling that the real reason for lack of response from the farmers may be the unsatisfactory quality of the animals offered or the exhorbitant prices sought to be charged for them or the involved bureaucratic practices and paucity of information. The Committee would like this matter to be got studied in depth without delay by the Ministry of Agriculture. The Committee further suggest that the assistance and guidance of the Indian Dairy.

Corporation—a public undertaking under the Ministry of Agriculture—who have expertise in the field may be obtained so that cattle which are well suited to agricultural and dairy farming requirements of the Islands are procured and supplied to the settlers at prices which are within their reach. The Committee would like to be informed of the concrete measures taken in pursuance of this recommendation within three months.

(v) *Supply of Stores*

9.37. Representations were received by the Study Group of the Estimates Committee during their tour to the Islands in January, 1975 for provision of adequate supply of essential commodities in places like Katchal, Nancowrie and Campbell Bay etc.

9.38. In reply to a question regarding the existing arrangements and future programmes in the various Islands in the territory, Government have stated that in Katchal and Nancowrie Islands, the stores are supplied to people by Fair Price Shops run by M/s. Nancowrie Trading Co. As there is an injunction order issued by the High Court of Calcutta, the Government can neither open any store nor issue licence to any other trader to open shops in these two places in particular and in other islands of Nancowrie group. At Campbell Bay, the Supply Department is running one shop at the headquarters and another shop at a distance of 18 kms from the headquarters for supplying various stores (including ration) to the ex-servicemen settlers and other people of the area. Many of the ex-servicemen settlers have also opened shops at Campbell Bay from which the people can purchase various articles. It has been stated that adequate supply of stores is made to the people through the agency of the two shops of the Supply Department.

9.39. It has been stated that as long as the Court's injunction remains in force, no other alternative arrangement is possible, except to induce the Nancowrie Trading Co. who are already running the business of the supply of provisions and other stores and to ensure that their shops keep adequate stores. The Assistant Commissioner, Nancowrie, periodically checks the shops and sends his reports.

9.40. If the settlers come forward on cooperative basis or individually, they may be allowed to open more Fair Price Shops at different places in future at Campbell Bay.

9.41. As already recommended in para 4.85 in respect of M/s. Akooji Jadwet & Co., the Committee urge that suitable measures should be taken at a high level to overcome the difficulties arising from the monopoly rights for trading of M/s. Nancowrie Trading Co. and effective steps taken to make essential commodities available to the local people at reasonable prices through fair price shops.

The Committee would urge that cooperative stores may be encouraged among the settlers/inhabitants so that they have a sense of involvement and learn to so organise their business activities at the grass root level as to command fair prices for their produce and get their requirements of everyday use at most competitive prices.

(vi) *Affiliation of the College in Andamans*

9.42. There is only one college in Andamans and it is affiliated to the Punjab University. There are 15 Higher Secondary Schools in the Islands and all the schools in the Islands are affiliated to the Central Board of Higher Secondary Education.

9.43. Asked why this college was affiliated to the Punjab University and not to the University nearer the Islands such as Calcutta or Madras when the geographical contiguity demanded that it should be affiliated to one of these universities, the official representatives stated during evidence that this was due to jurisdictional restrictions. Until the statutes or regulations of the University were changed, it was not possible for a University to affiliate any college outside its jurisdiction.

9.44. The Chief Commissioner stated that the Administration was in touch with the University Grants Commission on this point, partly because Punjab University was having some difficulty in the matter of examinations. They had to send examiners for practical subjects from Chandigarh and it was proving very expensive for them. He informed the Committee that the following suggestions had been placed before the University Grants Commission:

(1) Affiliation with Jawaharlal Nehru University, Delhi.

(2) Affiliation with Central University for the North East which is being set up at Shillong.

(3) As one of the autonomous colleges of the University Grants Commission.

9.45. The Committee note that the only college in the Union Territory of Andaman and Nicobar Islands is affiliated to Punjab University at Chandigarh. This arrangement involves practical difficulties relating to examinations etc. and is proving expensive for the University. The Committee further note that three alternative arrangements have been proposed by the Andamans Administration in this regard viz. (1) Affiliation with Jawaharlal Nehru University, Delhi. (2) Affiliation with the Central University for the North East which is being set up at Shillong, and (3) recognising the college as one of the autonomous colleges of the University Grants Commission. The Committee need hardly emphasise that the question of affiliation of the college is very important and needs urgent decision. They urge that the matter should be examined in all its aspects expeditiously and decision taken to solve this problem at an early date.

APPENDIX—I

(*Vide* para 6.5)

Statement showing conclusions/recommendations of Deshmukh Committee Report and action taken/position thereon

Conclusions and recommendations in the Report of the Shipping Services in Andaman and Nicobar Islands by Shri D.L. Deshmukh	Present Position/action taken
1	2
1. *Chapter V—Existing pattern of shipping Services for Andaman and Nicobar Islands*	
(i) The voyage schedule for the Mainland-Island and the Inter island trips are to be drawn by the Shipping Corporation of India in consultation with the Andaman & Nicobar Administration so that one agency is made responsible for the whole operations.	Presently the sailing schedules for the mainland/Andaman services are being drawn by the Shipping Corporation of India in consultation with the Andaman Administration. As regards the inter-island service, since these and the ferry services are both of a local nature and closely linked and are being operated by the Andaman Admn. the schedules of these services also being drawn by the Andaman Administration.
(ii) The schedules once drawn and notified are not to be disturbed.	The schedules already drawn and notified are not ordinarily disturbed.
(iii) Even for the ferry services under the Andaman and Nicobar Administration, the schedules are to be drawn connecting the schedules of inter-island and the Mainland-island service.	The Andaman Administration are drawing up schedules of the Ferry Services, taking into consideration the schedules of inter-island and mainland/island services.
2. *Chapter VI.—Mainland-Island Shipping Services*	
(i) To start with we can have the trial service of once in 2 months for direct shipping service between Port Blair and Visakhapatnam by diverting some of the present voyages to Madras.	The Shipping Corporation of India ran three trial voyages, between Visakhapatnam-Port Blair-Visakhapatnam in January, March and September, 1974 but could not get adequate passenger and cargo and the service was, therefore, discontinued. In the light of discussion held in the meeting of the Home Minister's Advisory Committee as well as the meeting held by the Transport Secretary at Bombay, the Shipping Corporation of India are taking steps to provide at least three

	sailings in a year between Visakhapatnam and Port Blair, on an experimental basis, which will be arranged in consultation with the Andaman Administration and given wide publicity in advance.
(ii) Mainland ships on their voyages between Port Blair and Calcutta can touch Mayabunder.	It has not been found technically feasible for the ships on mainland/Andaman route to touch Mayabunder due to non-availability of powerful tugs, mooring facilities, nautical officer with local background etc. It has been noticed that the proposal to route the ships on Port Blair-Calcutta run *via* Mayabunder on a selective basis would involve additional 2 days per round voyage. The Government are, therefore, of the view that this recommendation cannot be acted upon.
(iii) Similarly the ships to and from Madras can touch Little Andaman island and it is to be considered whether it is worth keeping the halt at the Car Nicobar.	The Shipping Corporation have reported that since early 1975, the water position in Madras has become very acute and it is in order to conserve water on board the vessel that Car Nicobar calls had to be omitted. This has helped saving two days in round voyage and consequently with difficulty, water position on board the vessel has been kept under check. No sooner the water situation in Madras improves, Car Nicobar calls will be resumed as indicated in the meeting of the Home Minister's Advisory Committee held in May, 1975.

3. *Chapter VII.—Passenger service between Mainland and Andaman and Nicobar Islands.*

(i) When one ship goes for dry docking, the SCI should put another ship into commission.	The recommendation is accepted.
(ii) The ships plying in the two routes *i.e.* Port Blair, Madras and Port Blair-Calcutta are to be inter-changed after certain period.	This practice of inter-changing the ships plying in the two routes, *i.e.* Port Blair-Madras and Port Blair-Calcutta is already being followed.
(iii) With the help of M.V. Andamans and the new ship ordered by the S.C.I. (M.V. Vikramaditya) it should be possible to cater to the needs of the passenger traffic even in future.	The Mazagon Dock Limited have now finally indicated their inability to construct 'Vikramaditya' which was formerly expected to be delivered, in 1978 for deployment in the main-land Andaman service. The shipping Corporation of India are on the look-out for a suitable second hand ship from the international market.
(iv) The Shipping Corporation of India will have to plan after two years for the replacement of m.v. Andamans.	M.V. Andamans is completing 20 years in 1977 when its technical condition will be examined and the need for its replacement duly considered.

1	2
4. *Chapter VIII.—Cargo shipping service between Mainland and Andaman & Nicobar Islands.*	
(i) M.V. Nicobar is to be replaced by a cargo ship at an early date.	(i) & (ii) The vessel m.v. "Nicobar" was replaced by "Vishwa Anand" which was subsequently withdrawn by the Shipping Corporation of India due to inadequate cargo. With the rationalisation of sailings it was found possible to handle the available cargo adequately by 2 passenger cum-cargo vessels and M.V. Shompen. After the withdrawal of "Vishva Anand", a cargo ship was provided for clearance of the backlog, which also could not get cargo to its full capacity.
(ii) With the help of the 2 passenger vessels, and two cargo vessels, the cargo traffic between Mainland and Islands can be handled.	The S.C.I. have agreed to meet the additional requirements of cargo movement from the Islands by providing a special timber leader three times year when sufficient cargo is accumulated. They are providing a special timber loader in August, 1975 which could clear a minimum of 15000 CBM in 3 voyages.
(iii) The Cargo ship M.V. Shompen should be utilised for bringing cargo from Mainland to Port Blair (instead of bringing the vessel on ballast) and take timber logs and sawn timber of the Forest Department on her return voyage from Port Blair to Mainland.	M.V. Shompen is intensively utilised now and instead of returning on ballast from Mainland it is carrying cargo in its return journey to the Islands.
(iv) Additional mobile equipments at a total cost of Rs. 65.00 lakhs are to be provided at Chatham and commercial wharf at Haddo at Port Blair for handling the cargo traffic efficiently.	A provision of Rs. 65.70 lakhs was made for procurement of additional mobile equipment for Chatham Wharf and Commercial Haddo wharf,. One mobile crane of 6 Ton Capacity has been installed at the Chatham wharf during the the 4th Five Year and is in operation, As regards other equipment no provision has been accepted during the years 1974-75 and 1975-76.
	As regards commercial Haddo wharf one crane of 6 ton capacity had been ordered through the DGS & D in the IV Five Year Plan itself and this crane is likely to be supplied by August, 1975. For the other two Cranes, Fork Lifts etc. provision has been made in the Fifth Five Year Plan. As no Budget provision was accepted in 1974-75 and 1975-76 for these items no procurement action has been taken. One Weigh Bridge ordered through DGS & D has since

been received at site and is being erected. For the other items of equipment[3] though provision was made in the V Five Year Plan proposals, as no provision has been accepted in the Budget for 1974-75 and 1975-76, procurement action could not be taken.

5. Chapter IX.—Inter-island passenger service.

i) Faster ship of 17 Knots speed for inter-island service is required immediately as a replacement of S. S. Cholunga. If not available readily, possibility of chartering a vessel should be explored.	Development of faster ships in the inter-island service would be uneconomical and the fuel consumption would be exceedingly high. Further, it is neither practicable nor necessary to engage faster vessels in the inter-island service. In regard to acquisition of suitable types of vessels for inter-island service, the C. C. Andamans was advised to write to the SCI with the necessary particulars so that the latter could advise in the matter.
i) It is essential to have weekly regular service to southern group of islands.	The Andaman Administration are providing weekly sailings as far as practicable.
ii) There should be 2 more direct inter-island services from Port Blair to Rangat and back in a week, in addition to one inter-island service starting from Port Blair and touching Rangat, Mayabunder & Diglipur and *vice-versa*.	The Andaman Administration are planning to increase the direct inter-island services from Port Blair to Rangat as soon as an additional vessel is procured by them.
v) Two trips per week will have to be made from Port Blair to Little Andaman and back, in addition to touching Little Andaman during the southern group of islands service.	(*iv*), (*v*) & (*vi*) : It has been decided to transfer complete control of Mainland-Island and Inter-island Services to the Shipping Corporation of India but they have not yet taken over the control of these services. The S. C. I. are of the view that both the inter-island services and the ferry service are of a local nature and closely linked. These services should therefore, continue to be operated by the Andaman Administration. A final view will be taken in the matter, in consultation with the Andaman Administration.
v) An Additional vessel of 'Yerowa type is to be planned immediately so that it will be available as early as possible.	
vi) An additional faster vessel will have to be procured after 5 years considering the development of traffic at that time.	

1	2
6. *Chapter X.—Cargo service for Inter-island.*	
In addition to the present cargo vessels *viz.* M. V. Kundul and M. V. Taressa, one more vessel of bigger type is recommended for procurement.	The Andaman Administration has accepted this recommendation.
7. *Chapter XI.—Internal ferry services.*	
Procurement action will have to be taken for ordering the following boats to meet the final requirements of internal ferry services. (a) For immediate requirements :— (i) One ferry for Route No. 1 with a passenger capacity of 150. (ii) One sea- worthy ferry for Route No. 4 with a passenger capacity of 150. (b) For replacement of existing vessels :— (i) One ferry for Route No. 1 with a passenger capacity of 150 (to replace M. V. Ganga). (ii) One sea-worthy ferry for Route No. 3 with a passenger capacity of 150 (to replace M. V. Yamuna). (iii) One sea—worthy ferry for Route No. 4 with a passenger capacity of 150 to replace M. V. (Little Andaman). As these ferry boats are only for short voyages and that too in day time, it is enough if sitting accommodation only is provided in those boats. In addition to all the above boats, action for procurement will have to be taken simultaneously for 20 % spare capacity.	The Andaman Administration have accepted these recommendations —(a)—(f)—and are taking action for the procurement of the boats for internal Ferry Service.

(c) It is recommended that the following boats will be stationed at Mayabunder :—

(i) One inspection boat-pablo type for the use of the Assistant Commissioner, Executive Engineer and Medical Officer etc. stationed at Mayabunder.

(ii) One stevedoring boat—60 HP (M.D.) twin engines of 12 m. in length.

(iii) 2 ferry boats for the ferry services to Parangara, Bajota and Kalighat, out of which one is already available with the Administration stationed at Mayabunder. For the second boat, one out of the 2 Nos. of 60 ft. steel hull boats ordered by the Administration and due for delivery by end of 1974, can be utilised.

(iv) 1 ferry service with a capacity of 50 passengers, to make 4 voyages in a week between Mayabunder and Digliput, is recommended. For this, one of the 3 Nos. of 60 ft. boats ordered by the Administration and due for delivery by August, 1973 can be utilised.

(d) 1 ferry service with a passenger capacity of 50, to make required trips between Chidiattapu and Rutland, is recommended . For this, the second boat out of 3 Nos. of 60 ft. boats ordered by the Administration and due for delivery by April, 1974 can be utilised after withdrawing this boat which is to be temporarily utilised for the additional harbour ferry at Port Blair.

(e) One weekly ferry service within southern group of islands touching Kamorta, Katchall, Bombaka, Teressa, Chowra and back to Kamorta is recommended. For this, the third boat out of the 3 Nos. of 60 ft. boats ordered by the Administration and due for delivery by December 1974 can be utilised, after withdrawing the same from the Route No. 4 i.e. Port Blair to Rangat (Crook route) where it will be utilised temporarily.

(f) 1 inspection boat for the Assistant Commissioner, Nancowrie is also recommended. For this, one number 40 ft.

1	2
steel hull powered boat ordered by the Admn. which is under construction and which is due for delivery by October, 1973 can be utilised.	
8. *Chapter XII.—Handling of timber traffic and requirement of additional timber loader.*	
The immediate requirement of timber carrier will be met with as soon as SCI puts into commission the proposed cargo-cum-timber carrier. Taking into consideration the ambitions development programme of those islands which is timber oriented and depending upon extraction and removal of timber from the islands for which timber carriers are essential, it is felt that, to start with, action to procure at least one more additional timber loader of the same capacity as M.V. Shompan, is initiated to meet the immediate requirement and to avoid initial bottleneck when schemes of development are sanctioned for implementation. However, the number of timber loaders required in future depends on the sanctioned development programme and the policy and also the timber to be consumed locally and that to be exported. The subject will have to be examined in consultation with the Agriculture Ministry keeping in view the future policies on various connected issues.	The position is the same as given under (i) and (ii) of Chapter VIII.
9. *Chapter XIII.—General Facilities.*	
(i) Stevedoring work at Port Blair is to be arranged by the S.C.I. instead of using the Andaman Labour Force by the Andaman & Nicobar Administration.	A team of experts from the SCI visited the Islands to study the present stevedoring procedure and to suggest various improvements. The Andaman Admn. have taken this study into account and are of the opinion that no change in the arrangement is necessary.
(ii) Specified quota for Andaman & Nicobar Administration to be reserved on passenger and cargo booking by the S.C.I.	The Present practice was that only a limited quantum of bunk class passage was made available for booking to the S.C.I. The reservation on the passenger-cum-cargo vessels is being done by the Andaman Administration. At a meeting held by Minister of State in the Ministry of Shipping and Transport on 22-2-1975, it was agreed that a quota varying from 5 to 10 cabins might be

	allotted to S.C.I. by the Administration in consultation with each other. As regards bunk accommodation it was not considered necessary to allot any separate quota to S.C.I.
(iii) Tally and delivery functions are required to be organised on sound lines.	The Andaman Administration has accepted the recommendation and its introduction is pending the availability of the necessary staff.
(iv) At various inter-island ports, stevedoring which is being done by the concerned Government Departments, will continue till S.C.I. is in a position to make their own arrangements.	It is felt that the existing arrangements need not be changed.

10. *Chapter XIV : Repair facilities at Port Blair.*

(i) It is essential that more dry dock facilities for crafts at Port Blair are provided.	(i), (ii) & (iii) Construction of an additional Dry Dock at Port Blair at a cost of Rs. 105 lakhs was included in the Fifth Five Year Plan proposals of this Office. The Working Group on Ports had also recommended the inclusion of this in the Fifth Plan.
(ii) In addition to dry dock the workshop attached to dry dock is to be strengthened.	However, at the time of considering the Plan Scheme proposals, the Transport Ministry felt that the need for a Dry Dock in addition to the existing facilities and the slipway under construction have to be fully established. The provision has been deleted from the list of works recommended and forwarded to the Planning Commission.
(iii) The scales of pay of the Marine Engineer and the Asstt. Marine Engineer should be revised as Rs. 1300—1700 and Rs. 1050—1600 taking into consideration the recommendation of the Third Pay Commission.	A detailed study on the utilisation of the existing Dry Docking facilities at Port Blair and on the additional requirement of such facilities taking into account the proposed acquisition of new vessels of various categories during and just after Fifth Five Year Plan, say upto 1981. is being made in consultation with the users and operators like Andaman Administration, M/s. Shipping Corporation of India, etc.
	On completion of the proposed study, a fresh proposal for providing an additional Dry Dock at Port Blair will be sent and if approved the works can be taken up within the Fifth Five Year Plan.
	Since the services of Lt. Commander P.S. Anand was available for the post of Marine Engineer, who will be fitted in the prescribed scale it was not considered necessary to upgrade the scale of pay of the post of Marine Engineer.

1	2
11. *Chapter XV : Other ship facilities.*	
(i) 2 Nos. Hospital boats are recommended for procurement.	The provision for a Hospital ship in draft 5th Plan of the Administration was not accepted by the Planning Commission. The question of procurement of another hospital ship in place of m.v. Indus, a gift from Australian Government, is under consideration.
(ii) Procurement of 150/200 T. cargo-cum-touring vessel in Fifth Five Year Plan is recommended.	(ii) & (iii). The Andaman Administration are taking necessary action for the procurement of self-propelled vehicle Ferries.
(iii) Procurement of 6 Nos. self propelled vehicle ferries in Fifth Five Year Plan, is recommended for operation in creeks connecting Andaman Trunk Road.	

APPENDIX II

Statement showing summary of recommendations/conclusions

Sl. No.	Reference to Para No. of the Report	Summary of recommendations/ conclusions
1	2	3
1	2.22	The Committee are concerned to note that although the matter regarding the filling up of vacancies of doctors in the Union Territory of Andaman and Nicobar Islands was being pursued by them since May, 1970, the position in this regard is far from satisfactory even after five years of the presentation of that Report. It is still more surprising that in spite of the Committee's specific recommendations made in their 43rd Report (Fifth Lok Sabha) over two years ago, urging the Government to take effective measures to fill up the posts of medical officers in these Islands, there has been no worthwhile improvement in the position. Posts of doctors in the Islands still remain unfilled for long periods which include the posts of Surgical Specialist, Medical Specialist, Assistant Surgeon Grade-I, Junior Ophthalmic Surgeon and Junior Radiologist. The posts of Medical Specialist, Junior Radiologist and Jr. Ophthalmic Surgeon have not been filled since May, 1970, March 1971 and October, 1972 respectively. Obviously, the action taken to fill up these posts has not proved effective which indicates the casual manner in which this matter has been dealt with by the concerned Administrative Ministry. The Committee attach great importance to the provision of proper medical facilities to the inhabi-

1	2	3
		tants of these far-flung Isands which are cut off from the Mainland. They would like the Government to investigate the circumstances in which the posts of medical officers in the Islands have remained vacant for long periods and fix responsibility therefor. The Committee would further urge that immediate effective action should be taken to fill up all the posts of medical officers in the Islands without delay. They would like to be informed of the action taken in this matter within three months.
2	2.23	In paragraph 2.37 of their 43rd Report, the Committee had recommended the following measures to attract the doctors to the Islands:— (i) Recalling of officers to the mainland positively after the completion of their fixed tenure in the Islands; (ii) Giving preference for sending on advanced training course/Post-Graduate training/Fellowship to the doctors on return from Andamans; and (iii) Posting to a station of choice on return from Andamans. The Committee are surprised that these measures which do not entail any additional financial burden and are only administrative in naure, are still under consideration of Government. They would like Government to take expeditious decision on these measures and implement them immediately after publicising them suitably. The Committee hope that these measures would help in filling up the posts of doctors in the Islands.
3	2.24	The Committee note that a special medicall allowance of Rs. 100—150 per month which was allowed to the doctors in the Islands, has been

1	2	3
		withdrawn recently and that orders have been issued to effect recoveries of the payments already made. During their tour to the Islands in January, 1975, the hardship which would be caused to the doctors by recovery of the allowance which was paid to them in good faith, was represented to the Committee more than once. The Committee would urge Government to consider this matter sympathetically in view of the special conditions prevailing in the Islands and the difficulty being faced by Administration in attracting the services of doctors there.
4	2.25	The Committee further recommend that the strength of doctors in the Islands particularly in the outlying Islands, should be reviewed so as to ensure that the same is adequate in number and specialisation to provide effective medical care to the residents of these Islands.
5	2.51	The Committee note that the expenditure on Medical care/hospitals in the Andaman and Nicobar Islands has been Rs. 28.628 lakhs during the Fourth Plan period. During the Fifth Plan an outlay of Rs. 55 lakh which is approximately twice the expenditure incurred during the Fourth Plan period has been envisaged. The population-bed ratio in the Islands is also better than the All India and Delhi averages. The Committee, however, note that there are no hospitals/dispensaries or primary health centres in some islands in this Union Territory and these are only visited periodically by doctors from the hospitals and dispensaries. In this connection the Committee note that the proposal for a hospital ship for the Islands proposed for the Fifth Plan has been turned down by the Planning Commission in view of paucity of resources. The Committee consider it important that medical care should be provided to the

1	2	3
		inhabitants of these far-flung islands, particularly the aboriginal tribals in the interest of their health and to prevent their extinction. The Committee, therefore, commend the proposal for hospital ship which may regularly visit the uncatered for islands and would urge Government to reconsider the matter. To make the project of hospital ship less expensive, Government may examine the feasibility of providing passenger/cargo transportation facilities on the hospital-ship.
6	2.52	The Committee note that T.B. is among the more prevalent diseases in the Islands. They also note that the mass radiography of the general population is stated to be not feasible in view of the operational, technical, financial and other difficulties. The Committee would in these circumstances suggest that a time-bound programme may be formulated to detect cases of T.B. through other conventional methods like simple sputum microscopy through the existing health and medical institutions and through mobile dispensaries specifically set up for the purpose.
7	2.53	The Committee are concerned to note that Leprosy is another disease prevalent in the Islands with nearly 300 cases in 1971. They further note that at present there are arrangements for only a 15-bed hospital in the territory and about 60 patients have registered for treatment. The Committee would like Government not only to ensure that all the patients of this dreaded disease in these Islands are registered within a fixed period but are also placed under proper treatment. Effective steps should also be taken to prevent the spread of this disease on the Islands.
8	2.54	The Committee note that venereal diseases are also prevalent on the Islands. They further

1	2	3
		note that V.D. drugs worth Rs. 4000 only were supplied to the Islands in 1974-75 and V.D. drugs worth Rs. 6000 were proposed to be supplied during 1975-76. The Committee consider this amount to be too meagre to meet the requirements of the Islands. They would like to emphasise that these Islands are a virgin area and therefore there is an urgent need to take comprehensive measures to eradicate venereal diseases from the Islands. The Committee recommend that a time-bound programme for V.D. survey on the Islands should be undertaken urgently and comprehensive measures including the supply of V.D. drugs in sufficient quantities, should be initiated to provide adequate medical care to the fflicted persons as also to prevent the spread of these diseases in the Islands.
9	2.55	The Committee further note that there has been acute shortage of X-Ray films in the Islands, impeding proper treatment in Hospitals. Shortage of drugs is also reported. The Committee are unable to appreciate the persistence of these shortages over the years. Now that X-Ray films and drugs are being produced within the country in large quantities there is no reason why with proper management the requirements of these outlying Islands cannot be met in full. The Committee stress that the matter of shortage of X-Ray films and drugs should receive attention at the highest level and immediate steps should be taken not only to meet in full the requirements of the Islands but also to build up adequate buffer stocks to obviate any chances of shortage of X-Ray films and drugs in the Islands. The Committee would like to be informed within three months of the concerted measures taken in this behalf.
10	2.61	The Committee are deeply concerned to note that adequate arrangements for treatment of eyes

1	2	3
		do not exist in the Islands at present. Even for ordinary day-to-day requirements like prescription of eye glasses there are no arrangements. As mentioned earlier in the Report the post of Junior Opthalmic Surgeon has remained unfilled since October, 1972. The Committee do not consider that sending of a team of eye specialists to Andaman and Nicobar Islands from time to time is a conclusive answer to this problem. They would recommend that regular arrangements for treatment of eyes and prescription of glasses should be made in the major Islands immediately.
11	2.62	The Committee note that the National Trachoma Control Programme was put into operation in the Union Territory in 1974-75. A coverage of 90,000 under 5 blocks was the target for the operation of the programme and the same is expected to be covered during 1975-76. The Committee hope that the targets fixed for 1975-76 under the National Trachoma Control Programme will be duly achieved.
12	2.63	The Committee would like Government to pay special attention to the health of the tribals and new migrants, particularly of children of the age group 0—5 years. In this context the Committee cannot too strongly stress that from the very beginning Government should see that the colonies and hutments are so built and designed as to conform to health and hygiene requirements. Special attention should be paid to drinking water and sewerage. Government may also encourage the inhabitants and settlers to adop dietary habits which will help to build resistance to disease.
13	2.64	The Committee would also stress the need for setting up well equipped and adequately manned

1	2	3
		family planning units so as to propagate the knowledge and make available family planning facilities to the inhabitants and settlers in scientific and rational manner.
14	2.72	The Committee in paragraphs Nos. 2.22 to 2.24 have already observed that posts of doctors have remained vacant for long periods due to reluctance on the part of doctors to go the Andaman and Nicobar Islands. During their visit to the Islands, they gathered the impression that other officers also have a feeling of frustration on being posted to the Islands and that generally such postings are considered as a penal measure. An impression prevails that officers use every trick at their command to avoid postings to these islands. Apparently the policies and procedures followed in regard to the posting of officers and doctors from the Mainland and the incentives available to them, have not been adequate to attract doctors and other officers to the Islands. The Committee consider that in the interest of speedy development of these Islands, Government should reorient their personnel policies and procedures in such a way as to attract the best and most efficient officers to these areas. Persons who evince real interest in the development of these Islands and are prepared to work there and show results, should be allowed special incentives such as higher pay and allowances, weightage of service in Islands for promotion, nomination for training courses, better housing and more liberal leave rules etc. Work in these Islands should be given special recognition and should be considered as a badge of merit and not as a penal posting. The officers selected should normally belong to younger age groups and should be posted for a reasonably long period and on specific assignments so that they can show results by way of achievement during their tenure. The Committee urge

1	2	3
		that action to reorient the personnel policies as suggested above, should be taken by Government expeditiously and implemented in the field.
15	2.73	The Committee are of the opinion that since the personnel posted to these Islands feel isolated as they are cut off from the Mainland, they should be allowed more liberal leave travel concessions so that they can visit their home towns. The Committee note that officers recruited from the Mainland for service in the Andamans are entitled to free sea passage for themselves and their family members once a year during leave. The Chief Commissioner has the authority to permit gazetted officers to travel by air on leave along with their families. The Committee consider that gazetted officers travelling between Calcutta/ Madras and Port Blair on duty, on transfer and on leave may generally be allowed to travel by air. Apart from providing relief to the officers, they feel that this will not result in excessive financial burden as the officers concerned will be availing of less joining time and less travelling and daily allowances etc., due to elimination of enforced halts entailed in steamer journeys. Moreover, there would be fuller utilisation of capacity of the aircraft plying between the Mainland and the Islands. The Committee recommend that this matter should be examined sympathetically and decision taken expeditiously.
16	2.74	The Committee note that the officers travelling between the Mainland and the Islands have sometimes to wait for long periods at Calcutta to get the shipping service and have to incur heavy expenditure on their board and lodging during the enforced halts. The Committee note that there are two Guest Houses at Calcutta—one at Auckland and another at Bandel Road but the accommodation provided there does not meet

1	2	3
		fully the requirements. Moreover, there are no facilities for board and lodging at Madras. The Committee recommend that the position may be examined urgently and adequate arrangements for board and lodging for the officials and staff in transit to and from the Islands made at Calcutta and Madras at reasonable rates keeping in view the daily allowance that they are entitled to.
17	3.12	The Committee are constrained to observe that in spite of the recommendation made by them as far back as May, 1970 regarding improvement in the dilapidated conditions of the Cellular Jail and its maintenance as a national monument, progress made in this direction so far has not been satisfactory. The implementation of the phased programme for construction of buildings for offices, stores and new Jail Complex etc. with a view to shift them from the Cellular Jail, has been very slow. No work has been done in Wing No. 6, as this is occupied by officers for whom alternative accommodation is yet to be constructed. Even site selection and preparation of detailed estimates for this purpose have not been carried out by the A.P.W.D. In regard to the Entrance Block and Wing No. 7 which are occupied by the Medical Department and Nurses, only part of the work has been done. Even though the Nurses Hostel has been completed, four Jail Wardens and one staff Nurse are still residing in the Entrance Block of the Jail which is to be vacated on the construction of a new Jail Complex.
		The Committee are distressed at the slow progress made in the vacation of the various Wings of the Cellular Jail which is to be maintained as a national monument. They would like Government to take effective measures in this regard. The Committee urge that a well-defined and time-bound programme should be prepared

1	2	3
		for the vacation of the various Wings of the Cellular Jail building and to maintain them properly.
18	3.13	The Committee note that there is a proposal to establish a Library-*cum*-Museum in the Entrance Block of the Cellular Jail. They are surprised that the team of technical experts from the National Archives of India which was to have visited the Islands for an on the spot study in regard to the scope of additions and alterations that might be necessary for the conversion of the existing Entrance Block into Library-*cum*-Museum, has not yet visited the Islands. The Committee would like the Government to expedite the visit of the team as also the preparation of the estimates for this work so that this work could be taken up soon after the vacation of the Entrance Block. The Committee would like to be informed of the action taken within three months.
19	3.14	The Committee further note that the proposal for the construction of a new Jail Complex has been approved by the Planning Commission and that the scheme has been incorporated in the Fifth Five Year Plan of this Union Territory. The Committee would stress that necessary measures should be taken to implement the scheme for the construction of a new Jail in the Islands as early as possible so that Wing No. 1 which is being used as a Jail is vacated and the objective of preserving the "gaunt severity" of the Cellular Jail may be fulfilled. The Committee have no doubt that in constructing the new Jail Complex in the Islands, it would be ensured by Government that the latest advances in the construction of Jails as also arrangements for education and training of the convicts with a view to facilitate their rehabilitation after the expiry of their term of imprison-

1	2	3
		ment, are introduced and the Jail is run as a model jail to serve as a contrast to the treatment meted out to the freedom fighters in the Cellular Jail.
20	3.19	The Committee are glad to note that at long last the list of names of the Freedom Fighters who were incarcerated in the Cellular Jail in Andamans has been finalised by the Andaman Administration in consultation with the Freedom Fighters Fraternity Circle, Calcutta. These names have now been written on the wooden plaques. The Committee desire that the work relating to the inscription of the names in marble for suitable display in the Central Tower of the Jail should also be completed before the end of 1976 and the Committee informed. The Committee would like Government to ensure that the names of all the freedom fighters who were incarcerated in the Cellular Jail are correctly spelt out and inscribed on the marble plaques and are shown under their respective States.
21	3.20	The Committee desire that a carefully scheduled brochure should be compiled on the life and conditions in the Cellular Jail during the freedom struggle with the help of the non-official organisations who have evinced interest in the matter in the past as also with the help of the freedom fighters who were incarcerated in that Jail, and who are still alive. This brochure apart from its historical importance could well serve as the basis for setting up *son-et-lumiere* show at the Jail in due course.
22	3.26	The Committee note that progress made towards installation of the statue of Netaji Subhash Chandra Bose in implementation of the recommendation made in paragraph 1.33 of their 128th Report (1969-70) and reiterated in paragraph 3.25 of their 43rd Report (1972-73). The

1	2	3
		formal order for casting a 15' bronze statue was placed on Shri R. P. Kamat in August, 1974 and the delivery was expected within a year's time. The Committee cannot help pointing out that though Government, while accepting the recommendation, had stated in their reply furnished in February, 1971 that it had already been decided to erect a statue of Netaji at Port Blair, they have taken more than three and a half years thereafter to place an order for the statue on the supplier. The Committee would urge Government to ensure that at least now no further delay occurs in the procurement and installation of the statue. The Committee desire that the statue should be installed and the area around it properly developed not later than December, 1976 and the Committee informed.
23	4.21	The Committee are constrained to observe that even after a lapse of five years since the presentation of their 128th Report in May, 1970, no significant improvement has been made towards fuller utilisation of the vast forest resources available in the Andaman and Nicobar Islands. Though the forests in these Islands are being worked for the last 85 years, major portion still remain virgin and Government's efforts still stand around exploratory studies. The level of exploitation still remains to the tune of less than 1 lakh cubic metres of forest wealth as against the total capability of 3.65 lakh cubic metres per annum. This quantity does not, however, take into account the quantum of timber from species which have still not established themselves in the trade. If the entire stock of wood is taken into account, the quantity available annually for exploitation is estimated to be about 12 lakh cubic metres. Thus the present exploitation which is between 90,000 and 98,000 cu.m. annually, works out to about 8 per cent only. Even

1	2	3
		taking into account availability of exploitable timber which has an established market, it is regrettable that more than 2.5 lakh cubic metres timber per year is not harvested at all. The loss is more striking in terms of value. It has been estimated that a sum of Rs. 1.25 crores is lost to Government revenue due to under-exploitation. On the basis of market value it works out to about Rs. 6.25 crores. The Committee need hardly emphasise that the optimum utilisation of forest wealth available in the Islands, apart from increasing the revenue of Government, would greatly help in the development of forest based industries, augment employment potential, and enable the country to enter the world market in timber. The Committee would, therefore, reiterate that Government should undertake a crash programme for the economic and scientific exploitation of forest wealth so as to ensure maximum possible yield from the rich forest resources of the Islands. The Committee would however urge that all due precautions should be taken that the programmes do not lead to denudation of forest wealth resulting in ecological imbalance.
24	4.22	The Committee do not fully share the views put forward by the Inspector General of Forests during evidence that a positive benefit was accruing through burning of the species, not presently being utilised. They would rather hold the view that much of burning of this type was being resorted to on account of non-utilisation. The Committee, however, note the assurance given during evidence that management of the forest wealth in the Islands is presently engaging serious attention of Government. For this reason a Corporation with an equity share of Rs. 400 lakhs is proposed to be set up to extract timber, process the extracted timber by

1	2	3
		setting up saw mills and plywood factories etc., and raise plantations in the extracted areas. The Committee desire that the proposal for setting up of a Corporation or any other suitable organisation will be finalised without further delay and translated into action not only to obviate the loss of revenue being suffered by Government but also in the interest of improving the availability of wood for industrial use, creating employment opportunities and entering export possibilities. Above all it would help to accelerate the development of the hitherto neglected Islands of Andaman and Nicobar.
25	4.30	The Committee regret to note that although Government originally accepted the recommendation made by the Committee in their 43rd Report (1972-73) that Government should prepare and implement a long-term Master Plan for the development of forests in the Andaman & Nicobar Islands and stated that steps would be initiated to prepare a long-term plan for development of forests of these Islands, the representative of the Ministry has now stated during evidence that no separate Master Plan was necessary as there were working plans for forest areas under the management of the Forest Department which were revised from time to time. The Committee would in this connection like to draw attention to the recommendation made in the Techno-Economic Survey of Andaman & Nicobar Islands by the National Council of Applied Economic Research (1972) wherein it has *inter alia* been urged that the present favourable climate of planned industrial expansion in the country should be taken advantage of and transport and other bottlenecks should be overcome and the forests should be exploited and developed according to a master plan. While recognising the necessity for working plans as

1	2	3
		brought out in paragraphs 4.38 and 4.39 of their 43rd Report, the Committee had in paragraph 4.40 of that Report emphasised the need for a long-term Master Plan also for development of forests in the Islands. The Committee would again like to emphasise the necessity for preparation of a Master Plan which should spell out the strategy for an overall and long-term development and exploitation of the forest resources of the Islands economically, efficiently and in the best interest of the Islands and the country.
26	4.42	The Committee are constrained to observe that no tangible progress has been made in regard to export of timber from the Islands. The whole matter is still at discussion stage at various levels. It is unfortunate that Government's earlier expectation that it would be possible to commence exports by the end of 1974 has not yet been realised. The Committee however, find that several preliminary obstacles in making a beginning in the matter have been overcome. The proposal to set up a Forest Development Corporation to exploit the forest resources is at an advanced stage of consideration. Further an Export Promotion Council has been formed which has been entrusted with the task of locating the markets for the export of timber and working out the economics thereof. The Committee desire that Government should locate without further delay the markets for timber and work out the economics thereof with particular reference to the area, cost of exploitation and transportation in consultation with all concerned. The Committee would like to be informed of the concrete proposals drawn up and implemented in that behalf and the foreign exchange earned.
27	4.52	The Committee note that 16,000 hectares are estimated to be under coconut cultivation in the

1	2	3
		Andamans and that during the Fourth Plan, Coconut plantation was extended to 745 hectares as against the target of 620 hectares during that period. The Committee, however, note that in their Techno-Economic Survey of he Islands (1972) the National Council of Applied Economic Research had recommended 10,000 hectares to be brought under coconut plantation in Nicobar Islands and 1000 hectares in Andaman Islands during the next ten years. The Committee, however, note that according to Government large scale plantation in the Islands would be possible only with the establishment of a Plantation Corporation. The Committee desire that urgent and effective measures should be taken to accelerate the plantation programme to cover the area of 10,000 hectares in Nicobar Islands and 1,000 hectares in the Andaman Islands as recommended by the N.C.A.E.R. The Committee would like to be informed of the detailed plan drawn up for encouraging coconut plantations during the next five years. The Committee would stress that no effort should be spared to introduce the best suited coconuts of highest yield in the new plantations so as to improve the economic condition of the inhabitants|settlers. The Committee would like the Indian Council of Agricultural Research to take special interest in this challenging task and so arrange research and extension work, as to maximise the benefit to the inhabitants and settlers of these Islands.
28	4.57	The Committee note that against the target of 305 hectares of land for arecanut plantation during the Fourth Plan, the achievement was about 250 hectares only. They also note that the present policy of Government is not to encourage extension of area under arecanut but instead to

1	2	3
		lay more emphasis on intensive cultivation. The Committee, however, hope that the target of plantation of 250 hectares under arecanut plantation laid down for the Fifth Plan will be achieved and that concerted action would be taken by Government to see that the inhabitants and settlers take to more intensive cultivation of arecanut so as to achieve higher yields.
29	4.63	The Committee are distressed to note that even though there is great scope for rubber plantation in the Andaman and Nicobar Islands, very little progress has been made in this direction so far. During the Fourth Plan period, an area of 1255 acres only has been developed for rubber plantation and there is a proposal to develop another 2,500 acres during the Fifth Plan. The Committee note that there have been certain problems in this regard due to unwillingness on the part of the Sri Lanka repatriates at Katchal to take up employment in rubber plantations and this has resulted in retarding the progress in the development of rubber plantations. The Committee see no reason why these problems cannot be overcome and considerable progress cannot be achieved in development of rubber plantations in the Andaman and Nicobar Islands considering the headway made in this sphere by Malaysia and Sri Lanka which are situated almost at the same latitude. The Committee would like to be informed of the concrete measures taken to achieve the target of developing rubber plantation over an additional area of 2,500 acres.
30	4.73	As observed by the Committee in their 43rd Report presented to Lok Sabha in April, 1973, India is at present deficit in vegetable oils and is

1	2	3

importing red oil palm worth Rs. 3 to 4 crores. The Committee are happy to note in this connection that Andaman and Nicobar Islands offer good scope for raising large scale plantations of red oil palm. Studies have been carried out in this regard and a plantation project has been initiated at Katchal envisaging plantation of over 2,400 hectares.

The Committee, however, note that the project report which was prepared and submitted to the Ministry of Agriculture has not yet been sanctioned and is stated to be pending with the Ministry of Finance. They further note that as against the target of planting red oil palm in an area of 2,400 hectares, proposed to be covered in a five year period, experimental plantation has been raised so far in about ½ acre by the Forest Department in Baratang and 20 acres in Katchal by the Rehabilitation Department. During the Fifth Plan also, only 100 hectares are targeted to be covered as the scheme had not been sanctioned.

The Committee urge that early decision on the scheme should be taken. In this connection the Committee would also like to invite the attention of Government to the observations of the Multi-disciplinary Team on Andaman and Nicobar Islands that "the site for the red oil palm plantation and village No. 1 in Little Andaman and certain areas of the villages established along the North-South Road in Campbell Bay do not appear to have been selected after considering all aspects". The Committee desire that this aspect of the matter should be examined in depth while finalising the scheme for red oil palm plantation in the Andamans and selecting the sites for such plantations. The Committee would like to stress the need for systematic re-

1	2	3
		view of the scheme and development of research and extension services so as to make sure that it is proceeding on the right lines and would prove beneficial to the interests of inhabitants and settlers.
31	4.74	The Committee need hardly stress the importance of evolving palm varieties which are best suited to the soil and conditions of the Andaman and Nicobar Islands and which give the maximum oil yield.
32	4.75	The Committee have no doubt that Government would ensure that the plant for extraction of red palm oil is installed in time as an integrated part of the project so as to derive maximum benefit from palm plantations as also reduce the problem of transport of the palm kernel.
33	4.84	The Committee had in May, 1970, observed in their 128th Report that although coconut and arecanut were the main stay of the economy of the Islands, yet there was no open market for these commodities. The Committee had recommended that Government should draw up a phased programme to achieve the desired goal at an early date as it affected the economic growth of the tribals. Though more than five years have elapsed since the recommendation was made by the Committee, they are constrained to observe that no tangible progress has been made by Government in this direction so far. The Committee note that there are daily markets in the Andaman Group of Islands and cultivators generally sell their produce through these markets. In the absence of a definite market and experienced local entrepreneurs in these Islands, the Marketing Wing of the Andaman Administration has to act as a liaison to fetch better price for the cultivators.

1	2	3
		The Committee feel that there is a responsibility devolving on the administration to encourage genuine cooperative movement amongst the local inhabitants and settlers so that they are able to organise themselves at the grass root level to fetch best prices for the local produce and to purchase essential commodities including controlled cloth at most competitive rates.
34	4.85	The Committee note that the trading rights in the southern parts of the Islands are governed by the Andaman and Nicobar Islands (Protection of Aboriginal Tribes) Regulation 1956 and the Rules framed thereunder, and the non-tribals cannot purchase land or start trading there. At present, one company, M/s. Akooji Jadwet, is controlling these activities. Consequently, the tribals have no alternative but to sell their products to them and purchase their provisions from them. The Committee also note that the Company had taken an injunction from the Calcutta High Court which was pending since 1967. The result is that the Andaman Administration is unable to set up any trading organisations there. The Committee desire that while taking advantage of the present emergency in the country, this matter should be taken up at the highest level so that the problem could be resolved once and for all and the monopoly of the private company done away with, to enable the tribals to sell their products in the open market which could fetch them better return for their products. The Committee need hardly stress that it would go a long way in enabling the tribals to stand on their own feet and free them from exploitation if suitable marketing facilities are provided to them whereby they can sell their produce and purchase essential commodities like kerosene, standard cloth and other essential commodities at fair prices.

1	2	3
35	5.30	The Committee note that in 1965 the team on Accelerated Development Programme for the Andaman and Nicobar Islands had recommended the setting up of wood-based and other industries in the Islands. In the report of Techno-Economic Survey carried out in 1972, the National Council of Applied Economic Research had also recommended the setting up of such industries in the Islands, including two units for processing about 5,000 tonnes of logs into packing case stocks, setting up of additional rice milling capacity and two oil mills for crushing copra. The Committee in their 128th Report (1969-70) presented in May, 1970 and later in their 43rd Report (1972-73) presented in April, 1973 also stressed the imperative need for setting up of wood-based and other industries in the Islands. They regret to point out that in spite of the matter regarding the setting up of such industries in the Islands being pursued since 1965, no significant progress in this regard has been made. The Committee regret to note that in the Project Report for the development of Mixed Tropical Forests of Andaman and Nicobar Islands (1974) it has been stated that there has been neither expansion of existing wood-based industries nor induction of new wood-based industries in the private or public sector in these Islands. It is regrettable that no concerted efforts have been made to develop and expand industry based on the rich forest resources of these Islands which remain largely untapped. The Committee would, however, like to sound a note of caution that the exploitation of the forest wealth should be done in a most judicious manner so as not to denude the islands of this rich natural resources or to affect adversely the ecological conditions.

1	2	3
36	5.31	The Committee note that the problems of providing infrastructure such as transport, communication facilities, water and power, trained manpower and institutional finance remain largely unresolved. The activity for industrial development of the Islands so far is largely confined to grant of loans to industrialists and providing financial assistance in the form of managerial subsidy to the industrial cooperatives and distribution of improved tools on 50 per cent subsidy. Even in these matters the progress made so far is tardy as only an amount of Rs. 21,000 was distributed as subsidy on improved tools till 1972-73 and an amount of Rs. 15,000 was expected to be spent during 1973-74. The total expenditure expected to be incurred on the industrial sector during the 4th Plan was Rs. 3.9 lakhs against an outlay of Rs. 5.1 lakhs. All this indicates that the development of industries in the Islands has not received the attention that it deserved.
37	5.32	The Committee are distressed to note that the Small Scale Industries Service Institute recommended by them in their 43rd Report, has not yet been set up and is not likely to be set up before 1976-77. There is no Technical Institute in the Islands to provide training to the local population. The Committee need hardly emphasise that strong educational and training base is an important requisite to build up infrastructure for industrial development and to sustain its growth. This is all the more important in the case of these Islands as there is acute shortage of skilled labour and technical know-how among the local people which is hampering the industrial progress of these islands. The Committee, therefore, recommend that urgent attention should be given to the setting up of a compact Small Industries Service Institute and a Technical Institute in the Islands at the earliest.

1	2	3
38	5.33	The Committee would like to draw attention to the recent change in the curricula in school education according to which the syllabi would conform to the 10+2+3 formula. The whole idea underlying the change is to give importance to vocational training suited to the requirements of the area. The Committee would like Government to draw up a time-bound programme for providing the requisite facilities in various schools in the Islands so as to enable the students to imbibe knowledge and skills which would be of help in the development of the Islands.
39	5.34	The Committee consider that one of the hindrances in the growth of industries in these Islands is the lack of capital and shortage of institutional finance. The banking facilities are also meagre. The Committee note that the Syndicate Bank has agreed to open a branch in the Andaman and Nicobar Islands. The Committee are unable to appreciate the lack of interest by nationalised banks in opening branches in the Islands. The Committee desire that the Department of Banking in consultation with the nationalised banks should draw up a comprehensive plan for providing banking facilities in the Islands so as to provide requisite finances for development of industry and commerce.
40	5.35	The Committee note that with a view to setting up new industries in these Islands, 10 schemes with an outlay of Rs. 3.6 lakhs had been formulated for implementation during the year 1974-75. These schemes, *inter alia* include the setting up of a training centre in carpentry, blacksmithy, cane and bamboo work at Rangat, deputing 6 artisans for advanced training in Handicrafts on the mainland, setting up a design centre at Port Blair to impart training to 10 persons in wood carving and decorative furniture, cane and bamboo work etc., setting up of a pilot

1	2	3
		project for coconut husk utilisation, and setting up of a demonstration centre in cane work, as also the establishment of an industrial estate. The Committee further note that besides the above schemes, it was proposed to implement 3 centrally sponsored schemes for development of industries in these Islands *viz.*, schemes of 10—15 per cent outright grant/subsidy to industrial units, National Programme for non-student youth—Establishment of Work Centre and Rural Industries Project Programme. The Committee stress that concerted efforts should be made to implement these schemes according to a time-bound programme. They would like to be apprised of the specific progress made in the implementation of these projects so far.
41	5.36	The Committee would particularly like to stress the need for early implementation of the scheme of National Programme for non-student youth—establishment of work centre. They recommend that the results of the working of the scheme should be evaluated and similar improved centres should be set up in other big Islands within a period of five years.
42	5.37	The Committee also recommend that at least one Nehru Yuvak Kendra should be started in the Islands during the Fifth Plan period so as to provide a focal point for development of extra-curricular interests amongst the youth and channelise their energies in constructive directions. In the light of the experience gained, the activities of the Nehru Yuvak Kendras may be suitably expanded with special accent being placed on the welfare and well-being of non-student youth.
43	5.38	The Committee are surprised to note that transport subsidy scheme, notified by Govern-

1	2	3
		ment in 1971 which envisaged payment of 50 per cent of transport on raw material and finished goods from one place to another in the case of the various backward regions in the country, has not so far been made applicable to the Andaman and Nicobar Islands. It is regrettable that the question of extending the transport subsidy which was stated to be under consideration in 1973 when the Committee submitted their 43rd Report, remains still undecided and the subsidy is not available to the industrialists in these Islands although these Islands are admittedly backward. The Committee would like Government to go into the reasons for the inordinate delay in making the scheme of transport subsidy applicable to these Islands and extend the same without further delay. The Committee hope that in arriving at a decision regarding applicability of transport subsidy, the strategic importance of the Andaman and Nicobar Islands and the imperative need for mitigating to a considerable extent the legacy of backwardness and neglect in this important area would receive due consideration.
14	5.39	The Committee are constrained to note that water and power are other constraints in the development of industries in the Islands. It has been stated that water for the industries is now available in the Islands with the commissioning of the Dhanikhari Water Supply Project recently and that power would also be available with the commissioning of 3 M.W. diesel generating sets. The Committee would urge the Government to ensure that these schemes are completed and commissioned expeditiously so that the basic infrastructure required for the development of industries is provided. The Committee would further like Government to take suitable steps not only to meet the existing demands for

1	2	3
		water and power for industries but also to keep in view the likely increase in their demand in future and provide the same so as to give a fillip to the setting up of industries in the Islands. The Committee need hardly stress that water and power should be made available to the industries at cheap and economic rates to accelerate their rapid development.
45	5.40	The Committee note that an industrial policy with liberal concessions to the industries in the Islands is under consideration of Government. The Committee welcome this step as they consider that without liberal concessions it may be difficult to attract entrepreneurs to set up industries there. They would, therefore, urge that the industrial policy should be finalised expeditiously and publicised widely so as to attract larger number of industries to the Islands which would give a fillip to their economic development.
46	6.39	The Committee are concerned to note that in spite of the anxiety expressed in their 128th Report presented in May, 1970 and again in the 43rd Report presented in April, 1973, concerted measures were not taken by the Andaman Administration and the Shipping Corporation authorities to resolve the Shipping bottleneck. The Shipping constraint has particularly come in the way of the exploitation of the vast resources of these Islands. The Committee note that though the position somewhat improved by the commissioning of 'M.V. Vishwa Anand' in 1974, it deteriorated in the following year when the Shipping Corporation had withdrawn 'M.V. Vishwa-Anand' which resulted in accumulation of timber cargo to the tune of more than 10,000 cubic metres which had to be cleared by another ship

1	2	3
		on an *ad hoc* basis. The Committee also note that one of the factors contributing to Shipping constraint is the deployment of old ships which have to be quickly replaced and scrapped. The net effect of all these factors has been that a climate of uncertainty has been created about the regular availability of transport facilities between the Islands and mainland which has adversely affected the development of the Islands.
47	6.40	The Committee note that the Chief Engineer of Shipping Corporation submitted a report in June 1973 after carrying out an on-the-spot study of the shipping problems of the Islands in pursuance of the recommendations of the Estimates Committee. The Committee regret that final decision has not yet been taken in respect of several important recommendations contained in that report. In fact, the Committee were informed of the action taken on these recommendations only in August, 1975, that is, after a lapse of two years. Even then, they find that decisive action is yet to be taken on a number of important recommendations. For example, final decision has not been taken about the placement of order for a ship for deployment on the Mainland-Andaman service as Mazagon Dock Ltd., have expressed their inability to construct 'Vikramaditya' as originally scheduled for this service. The Committee also find that additional mobile equipment for Chatham wharf and commercial Haddo wharf which had been recommended in the report of the Chief Engineer has yet to be procured and installed.
48	6.41	The Committee note that the problems relating to shipping are not confined to the adequacy of the number and size of ships but there are also other factors such as underutilisation of

1	2	3
		shipping space, poor turn round of ships, uneconomic freight rates and passenger fares which are stated to have resulted in losses for the Shipping Corporation.
49	6.42	The Committee further note that hitherto the Shipping Corporation of India was being given an annual subsidy to the extent of 80 per cent of its net losses on the running of vessels on Andaman Services. The Committee cannot help observing that the giving of subsidy in this manner does not act as an incentive to the Shipping Corporation to assess carefully the Shipping requirements both for the mainland-Andaman and the inter-islands services so as to provide vessels of more suitable capacity for such services and to effect utmost economy in operations. The Committee stress that a scientific study should be undertaken immediately of the traffic requirements of the islands by an expert team which should include the representatives of the Andamans and Nicobar Islands, Shipping Corporation of India and the Ministry of Shipping and Transport and costing experts so as to formulate a rational and pragmatic plan for providing this vital link most economically and efficiently in the interest of commerce, industry, integration and security of the country. Pending completion of the study, the Committee recommend that Government should undertake a quick review of the position in consultation with the administration of Andaman and Nicobar Islands so as to ensure that Shipping Corporation of India continues to provide services in an assured and well-regulated manner to cater fully to the requirements of shipping between the Islands and the mainland and inter-Islands. The position should be reviewed at least once a quarter in order to remove any deficiency which may come to notice.

1	2	3
50	6.43	The Committee note that the question of continuance of payment of subsidy for the shipping services is under consideration. The Committee would like to draw attention of the Government to the fact that recognising the need for providing cheap transport to the masses, the suburban services of the railways are heavily subsidised. Similarly, the provision of rail services in strategic areas and on the North-East Frontier Railway do not carry the obligation to pay return on the capital invested. The Committee feel that the provision of shipping services to these Islands should be based on the same considerations as are underlying the provision of rail services in the strategic areas in the North-East. The Committee have no doubt that while considering the question of payment of subsidy, Government would keep in view the larger interest of providing dependable means of communication between the Islands and the Mainland and in between the Islands in the interest of integrity of the country, development of trade and industry and the strategic position that these Islands occupy in the Indian Ocean. Moreover, it has to be realised that the Shipping Corporation, being in the public sector, has to undertake services which are in larger public interest though they may not be exactly remunerative in terms of money. In the opinion of the Committee this should not pose any insurmountable problem as the Shipping Corporation of India has been earning sizeable profits out of its other operations during the last few years.
51	6.44	The Committee note that there is a proposal of the Shipping Corporation for revision of freight rates and passenger fares. The Committee have no doubt that Government would keep in view the considerations mentioned above

1	2	3
		as well as the paying capacity of the inhabitants of these Islands, and the need for fostering closer ties between those living in the Islands and the Mainland by encouraging cheaper travel and trade. The Committee would also like Government to take into account the scope for improving efficiency by better utilisation of capacity, rationalisation of services and by effecting economy in administrative and fuel costs.
52	6.45	As pointed out earlier, under-utilisation of shipping space and poor turn round of ships have also stood in the way of provision of adequate shipping facilities to these Islands. The Committee would, therefore, like to stress that concerted measures should be taken by Andaman Administration to improve port facilities so that cargo is loaded and unloaded most efficiently and without delay and all available shipping space is fully utilised. Every hour that a ship is detained in a port raises the cost of operations. The Committee see no reason why with the experiences that has been gathered over the years for handling of large quantities of cargo in the main ports of the country, effective plans for efficient operations of the ports of Andaman and Nicobar Islands could not be drawn up for implementation. The Committee would like concerted action to be taken by Government to see that requisite facilities are provided at these ports as per a time-bound programme. The Committee need hardly stress that the system of payments to labour for handling the cargo at the Port should be such as to put an accent on efficient and safe-handling of cargo so that these services are built on sound and efficient basis from the very inception.
53	6.65	The Committee regret to note that only 80 kilometres of roads, out of the 127 kilometers

1	2	3
		targeted for the Fourth Plan, were completed during that period. The Committee understand that a target of 145 kilometers of road construction which includes the spill-over of 47 kms. from the Fourth Plan, has been provided in the Fifth Plan. The Committee were given to understand that the resources allocated for road construction are inadequate for the achievement of the above target. The Committee would like Government to review the matter in all its aspects so as to make available adequate funds for completion of roads which are considered necessary in the interest of development of Andaman and Nicobar Islands. The Committee would stress that in view of the constraint of resources. priorities for road construction should be most carefully drawn up and executed so as to get the best return on the capital invested and achieve the objective of the better communications for trade and industry.
54	6.66	The Committee are concerned to note that no master plan has yet been prepared for development of roads on these Islands. The Committee stress the need for completion of surveys and preparation of detailed master plan for laying of roads in those Islands which are already under habitation or which are proposed to be opened up for development. In drawing up the plan, the Committee would like to stress the need for utmost care to see that the roads in these virgin areas serve truly the purpose of development and do not suffer from some of the defects which have been noticed in the road alignments on the Mainland.
55	6.67	The Committee are also concerned to note that till two years ago, road construction works were not being carried out in the Islands in a systematic manner and according to suitable specifications keeping in view the heavy rainfall and th

1	2	3
		treacherous terrain. They cannot also appreciate why there were not adequate arrangements for selection of suitable materials. The Committee stress that these shortcomings should be rectified without delay.
		The Committee suggest that the specifications for the roads should be most carefully laid down keeping in view the long term requirements. Construction of roads should be undertaken according to standard specifications which would not only serve the present and the immediately foreseeable requirements but also the long term requirements so as to reduce the financial burden later on. The Committee need hardly point out that Government have the requisite expertise in the Central Road Research Institute and the Border Roads, two experienced organisations, to help evolve the best suited specifications at most economic rates for construction of roads in the Andaman and Nicobar Islands.
56	6.68	The Committee have no doubt that every effort would be made to utilise the local materials to the maximum extent possible in the interest of reducing the cost. The Committee further suggest that active help of the residents of these Islands should be enlisted in opening up communications and in the construction of roads so that they have a sense of involvement in the development process.
57	6.69	The Committee are also concerned to note from the Techno-Economic Survey conducted by the National Council of Applied Economic Research that road bridges and culverts over many streams and nullahs are not strong enough to bear heavy traffic. Apart from the need for strengthening the road bridges and culverts as may be required in the interest of smoother

1	2	3
		traffic, the Committee stress that the bridges and culverts be so planned as to meet the requirements for years to come.
58	6.72	The Committee note that there are at present 60 buses with the Andaman Administration and 15 more are proposed to be added to them during the Fifth Plan against the demand of the Administration for 30 additional buses. As the bus service is the only mode of land transport on the Islands, there being no Railways, the Committee hope that the allocations will be reviewed at the time of mid-term appraisal of the Fifth Plan in the interest of the development of these Islands.
59	6.73	Apart from the need for augmenting the transport fleet by providing additional buses the Committee stress the need for organising the transport services in a most efficient and economic manner right from the beginning so as to lay sound foundation for their expansion in the years to come. The administrative and maintenance machinery concerned with transport should be made cost conscious at every level so as to provide these services at most economic and competitive rates.
60	6.78	The Members of the Committee during the course of their visit to the Islands got a distinct impression that the bi-weekly air service between Calcutta and Port Blair has helped greatly in bringing the Islands closer to the Mainland. While it may be that the service does not pay for itself commercially, these larger considerations have to be kept in view. The Committee have no doubt that the Government would keep in view this vital factor while examining any proposal of the Corporation for rationalisation of the type of aircraft to be used on these services or regulating frequency thereof or increasing the fare. The Committee are sure that

1	2	3
		in arriving at a decision on the issues involved, considerable weightage would be given to the fact that the air services for these Islands are as important as those operating from Calcutta to the North-Eastern regions of the country.
61	7.12	The Committee note that in the draft Fifth Five Year Plan, the target of attaining a level of 6500 tons of fish production was originally fixed with a Plan outlay of Rs. 4.5 crores which has since been scaled down to Rs. 0.94 crores and a revised target of attaining a level of 1600 tons of fish production has been fixed. The Committee are given to understand that this revised target of fish production will largely meet the domestic requirements of the inhabitants of Andaman and Nicobar Islands only. They are surprised that the allocations for the Fifth Plan have been reduced by about 75 per cent on the ground of constraint of resources even in the case of a highly productive field as fisheries and in a territory like Andaman and Nicobar Islands which have vast economic potentialities in this field. The Committee would like to emphasise that in the present circumstances when there is an urgent need to attain self-sufficiency in the matter of food and when there is great demand for fish in the country, concerted efforts should be made by Government for development of fisheries and increasing the production of fish in these islands so that not only the demands of the local population may be met in full but fish could be exported to mainland also to meet the requirements of people there, particularly those residing in West Bengal where fish constitutes part of the staple food. This would also help the economic development of the Islands and would improve the economic conditions of local population.

1	2	3
62	7.13	The Committee note that the Central Fisheries Corporation which is based in Calcutta is planning to enter the Andamans waters with mechanised boats and attempts are being made to attract some other fishing concerns in the private sector to set up their base in the Andaman and Nicobar Islands. While welcoming these efforts, the Committee recommend that every possible endeavour should be made by Government to encourage the local fishermen also to take to fishing by providing them with mechanised boats and giving them training in the operation of these boats.
63	7.14	The Committee note that an amount of Rs. 11 lakhs has been earmarked for the purposes of strengthening the Department of Fisheries during the Fifth Plan period. The Committee consider that in the context of an overall allocation of only Rs. 94 lakhs earmarked for Fisheries for the Fifth plan period, the allocation for strengthening the Fisheries Department is rather high. They would, therefore, urge Government to critically review the allocations with a view to ensure that administrative expenses are kept to the absolute minimum level.
64	7.15	The Committee note that the Inter-departmental team on Accelerated Development Programme, 1965 had recommended the setting up of a number of fish-based industries in Andaman and Nicobar Islands. In this connection, the Committee note that the scheme for shark fishing, curing shark liver oil and extraction and processing has been included in the Fifth Plan. The Committee desire that this scheme should be given high priority during the Plan period and all possible endeavours should be made to achieve the targets laid down in this regard.

1	2	3
		The Committee also hope that the other schemes recommended by the Inter-Departmental Team will also be implemented early.
65	7.24	The Committee note that basic data regarding the potential of fish in and around the Andamans and Nicobar Islands is not available and it was only in pursuance of the recommendation of the Estimates Committee, made in May 1970 that a deep sea fishing station had been set up at Port Blair in 1972, with two vessels which had been doing survey for nearly two and half years. It is regrettable that the data is still in the process of being collected. The Committee need hardly emphasise that basic data regarding the availability of fish in and around the Islands is a prerequisite for undertaking development of fisheries and for the maximum utilisation of the fishing potential in that area. The Committee would, therefore, urge that a time-bound programme for the collection of basic data regarding fisheries should be prepared and the work completed most expeditiously. The Committee need hardly point out that the very fact that fishing boats from far off places like Japan, China, Taiwan and Thailand come around these Islands for fishing, is a clear indication of the vast potentialities of fishing in the area.
66	7.25	The Committee note that adequate repair and maintenance facilities for the trawlers engaged in Survey work have been provided at Port Blair and problems relating to landing and berthing and loading and unloading of cargo etc., have been overcome with the completion of a fishing harbour at Phoenix Bay. Now that these facilities have been made available, the Committee hope that effective steps would be taken to ensure maximum utilisation of each of the trawlers so as to complete the survey work as also to determine and procure early the most suitable

1	2	3
		vessels for deep sea fishing in these waters according to a time-schedule which should be laid down in this behalf and strictly followed.
67	7.37	The Committee are constrained to observe that although twenty mechanised boats were expected to be received by the Andamans and Nicobar Administration by the end of 1971, not a single boat had been received even upto April, 1975. In respect of 7 boats, the construction was stated to be in an advanced state. The Committee are not convinced with the reasons advanced by the Government for delay in acquiring these boats. The Committee deplore the casual manner in which the matter of acquisition of mechanised fishing boats has been dealt with by the Government which has greatly hampered the development of fishing in the Island. The Committee recommend that Government should give top priority to the acquisition of these mechanised fishing boats and ensure that they are put into operation without delay. The Committee would also like Government to fix responsibility for effect necessary improvements, without loss of the action taken.
68	7.38	The Committee further recommend that based on the operation of these mechanised boats, Government should induct more mechanised boats of suitable design according to a time-bound programme so as to step up the production of fish in these Islands considerably.
69	7.39	The Committee stress that Government should take concerted measures to train local people in the operation of these boats so as to create interest in the local population for going in for fishing on a larger scale and thus improve their economic condition.
70	7.47	The Committee regret to point out that although they have been pursuing the question of

1	2	3
		providing guidance and training to Fishermen Co-operatives in the Islands since May, 1970, no training has been extended to them so far. They note that arrangements have been made only now to impart training and education to fishermen co-operatives in the Islands during the Fifth Five Year Plan period with a view to stimulating and organising fishermen co-operatives on the Islands. The Committee stress that the training programme should be implemented without further delay so that fishermen's co-operatives could be organised effectively in the interest of increased fish landing and greater participation by these Islands in the economic activities. The Committee have no doubt that the result of training programme would be kept under review so as to effect necessary improvements, without loss of time.
71	7.48	The Committee feel that with a view to make up for the lack of a fishing tradition in the Andaman and Nicobar Islands it will be appropriate from the long term perspective if the training in fisheries is initiated at the school level itself. The Committee would, therefore, recommend that necessary steps should be taken to introduce fisheries accompanied by practical training as a compulsory subject in the schools in the Islands.
72	8.18	The Committee note that Andaman and Nicobar Islands have vast potentialities for tourism in view of their scenic beauty, historical importance and socio-economic peculiarities. However, the tourist traffic at present is small. About 400 to 500 tourists visit the Islands annually from the mainland. The Islands have also recently been opened up to foreign tourists on a selective basis. The Committee further note that the absence of necessary infra-structure facilities is the main impediment in the way of increasing the tourist traffic in larger number to the Islands. Although

1	2	3
		some officials of the Department of Tourism who had visited the Islands have reported about the tremendous potential Andamans and Nicobar Islands hold for tourism, no concerted efforts have so far been made to promote tourism in the Islands in a big way and only a small sum of Rs. 5 lakhs has been provided in the Fifth Five Year Plan for providing facilities to tourists who would be visiting these Islands. The Committee recommend that in view of the vast potentialities of development of these Islands as a Tourist Centre, a master plan with indicative priorities for the development of tourism in the Islands and for development of infra-structure may be prepared with the expert help of Union Department of Tourism and concrete measures taken to implement it as per a time bound programme.
73	8.19	The Committee recommend that concerted efforts should be made to attract tourists from the mainland particularly students and youth etc., to visit these islands by organising educational tours and trekking parties as this can go a long way in promoting national integration and acquainting the people in the mainland about the conditions and way of life in this remote part of our country. The Committee would like that every possible inducement like concessional rate of fares, boarding and lodging facilities at cheap rates should be provided for this purpose.
74	8.20	The beauty and splendour of these Islands should be widely publicised and the success achieved in attracting tourists reviewed every year with a view to improving the facilities.
75	9.11	The Committee are glad to note that Government have taken concrete measures for the sustenance and medical care of the Onge tribals by setting up a coconut plantation as also a dispensary for them. They are, however, concerned to note that the Great Andamanese which is a

1	2	3
		vanishing tribe and whose number is only 24 at present, are exposed to opium addiction. The Committee appreciate that the present plight of the tribe of Great Andamanese is a direct legacy of the erstwhile colonial administration and that a great responsibility devolves on the present Administration for promoting by all possible means the preservation and development of this tribe with its distinct individuality as healthy and esteemed members of the fraternity of Indian citizens. The Committee urge that every effort should be made to preserve this vanishing tribe by taking the help of socio-medical experts to wean them from opium addiction.
76	9.12	The Committee further note that there have not been many contacts with the Jarawas and Sentinelese tribals and that according to the Administration these tribals should be left along for the next 8 to 10 years. The Committee feel that this period of 8 to 10 years is very long and that efforts should be made to gather anthropological knowledge about these tribals so as to establish closer contacts with them with a view to ensure their survival. The Committee would like to stress that the preservation of the tribals is the foremost duty of Government and every effort should be made to save these tribals from extinction.
77	9.13	The Committee regret to note that although in their 43rd Report they had urged the Government to solicit the cooperation of social service organisations like Rama Krishna Mission for the welfare of the tribals and the Council of Medical Research and All India Institute of Medical Sciences to set up extension centres in the Andaman and Nicobar Islands for providing expert medical care to the inhabitants, no concrete action has so far been taken by Government in spite of their having sent earlier intimation of acceptance

1	2	3
		of this recommendation of the Committee. The Committee would urge that expeditious action should be taken to approach these organisations to work among the tribals.
78	9.14	It was reported to the Members of the Committee during their tour of the Andaman and Nicobar Islands that in opening up these places to outsiders special care should be taken to see that the way of life which very much suited the genius of the people was not disturbed. The Committee are glad that the Government at all levels are aware of this widespread sentiment amongst the people. They have no doubt that the development schemes and other administrative machinery would be so regulated as to leave the life and culture of the Islanders undisturbed so that they can develop their potentialities according to their genius with, of course, all the assistance that the Central Government can extend to them in this laudable objective.
79	9.15	The Committee are surprised to note that so far no separate Tribal Welfare Directorate has been set up in the Andaman and Nicobar Islands and the work is being looked after by the Deputy Commissioner in addition to his other duties. The Committee feel that the requirements of tribals need to be studied continuously in depth by persons who are well versed in anthropology and sociology and have first-hand experience of actual living conditions obtaining among the tribals. It should be possible for the Government to find the requisite expert personnel for providing guidance at the level of the Chief Commissioner and in the field within the current financial year. The Committee have no doubt that in giving effect to the above recommendations Government would ensure that no avoidable additional expenditure is incurred as it should be possible to effect corresponding economy in administrative staff by rationalisation.

1	2	3
80	9.19	Some of the repatriates from Sri Lanka have represented to the Committee that the employment opportunities provided to them were less than those promised at the time of their resettlement. The Committee have been assured during evidence that two members of each family of the repatriates would be provided with employment as promised. The Committee need hardly stress that the assurances given to the repatriates to the Islands should be made after careful consideration and once made should be implemented fully to sustain their faith in the Administration. The Committee would further like Government to keep in close touch with the repatriates regularly so as to remove the genuine grievances of the repatriates at the earliest as otherwise even the minor grievances, if left unattended to for long, tend to generate tensions later on.
81	9.25	The Committee note that some Islands like Little Andaman and Katchal which are isolated and where the boat service is very infrequent are facing difficulties with regard to postal communication. It needs hardly to be pointed out that provision of communication facilities is a basic infra-structure required for the development of any area. Such facilities also provide an important medium for emotional integration with the mainland and this holds special significance for the settlers who have their relatives and friends in far-flung areas in the mainland. The Committee would, therefore, recommend that Government should take concerted measures on a priority basis to improve the communication facilities not only within the Islands but also with the mainland. The Committee also recommend that arrangements should be made on an urgent basis for providing telegraph facilities on all important settlements in the

1	2	3
		Islands, particularly in the Southern Group, on a regular basis.
82	9.26	The Committee are concerned to note that although sanction for extension of telegraph facilities to Kapanga in East Bay Katchal, through police wireless grid, was accorded by the Government of India as far back as 1973, the facility could not be made available to Kapanga so far, for want of creation of posts of additional staff to handle the additional workload in the police Radio Station there. The Committee understand that necessary proposal for creation of additional posts of radio operators has already been sent by the Andaman Administration to Government of India and is under their consideration. The Committee strongly urge that the matter should be expedited and all formalities completed without further delay so that telegraph facilities are made available to Kapanga and other places concerned through the police wireless grid.
83	9.27	The Committee hope that the arrangements for carrying mail through aircraft/helicopters etc. will also be made as soon as helicopters are made available to the Islands for civil administration.
84	9.36	The Committee regret to note that although the need for a crash programme for cattle and dairy development was emphasised as early as in 1969, the shortage of milch and work cattle in the Islands still persists. As against the requirements of milch and work cattle of 18,000 and 12,000, the estimated availability thereof at present is only 12,719 and 9,190 respectively. The Committee also note that the targets envisaged under the schemes of supply of 300 animals for distribution to farmers at one-third of landed cost of animals in cash and 100 animals at 75 per cent of cost under the wild animal

1	2	3
		catching scheme, could not be achieved due to poor response from the farmers. Only 16 animals under the former scheme could be distributed. The Committee cannot but record their grave sense of concern and disappointment at this unsatisfactory performance of the Administration to meet the genuine needs for cattle of the settlers. The Committee have a feeling that the real reason for lack of response from the farmers may be the unsatisfactory quality of the animals offered or the exhorbitant prices sought to be charged for them or the involved bureaucratic practices and paucity of information. The Committee would like this matter to be got studied in depth without delay by the Ministry of Agriculture. The Committee further suggest that the assistance and guidance of the Indian Dairy Corporation—a public undertaking under the Ministry of Agriculture who have expertise in the field may be obtained so that cattle which are well suited to agricultural and dairy farming requirements of the Islands are procured and supplied to the settlers at prices which are within their reach. The Committee would like to be informed of the concrete measures taken in pursuance of this recommendation within three months.
85	9.41	As already recommended in para 4.85 in respect of M|s. Akooji Jadwet & Co., the Committee urge that suitable measures should be taken at a high level to overcome the difficulties arising from the monopoly rights for trading of M|s. Nancowrie Trading Co. and effective steps taken to make essential commodities available to the local people at reasonable prices through fair prices shops. The Committee would urge that cooperative stores may be encouraged among the settlers|in-

1	2	3
		habitants so that they have a sense of involvement and learn to so organise their business activities at the grass root level as to command fair price for their produce and get their requirements of every day use at most competitive prices.
86	9.45	The Committee note that the only college in the Union Territory of Andaman and Nicobar Islands is affiliated to Punjab University at Chandigarh. This arrangement involves practical difficulties relating to examinations etc. and is proving expensive for the University. The committee further note that three alternative arrangements have been proposed by the Andamans Administration in this regard *viz.* (1) Affiliation with Jawaharlal Nehru University, Delhi. (2) Affiliation with the Central University for the North East which is being set up at Shillong, and (3) recognising the college as one of the autonomous colleges of the University Grants Commission. The committee need hardly emphasise that the question of affiliation of the college is very important and needs urgent decision. They urge that the matter should be examined in all its aspects expeditiously and decision taken to solve this problem at an early date.

APPENDIX III

Analysis of Recommendations/Conclusions contained in the Report.

I. CLASSIFICATION OF RECOMMENDATIONS

A. Recommendations for improving the organisation and working.

1 to 62 and 64 to 86.

B. Recommendations for effecting economy.

63.

GMGIPND—LS II—1458 LS—10-1-76—750.